



# North Carolina Department of Transportation State Hurricane Evacuation Study 2005

*Prepared For:*



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

*Presented By:*



*September 2005*

# **FINAL REPORT**

## **North Carolina Department of Transportation State Hurricane Evacuation Study**

**Prepared for**

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## **INTRODUCTION**

The North Carolina Department of Transportation contracted with PBS&J, the foremost technical authority in the country in regards to hurricane evacuation, to assist in guiding the state in establishing standard evacuation clearance goals for NCDOT projects in the coastal region. For some time, the department has qualitatively asserted that improving hurricane evacuation times in coastal regions of North Carolina is needed and, in part, justifies highway infrastructure improvements. However; clear goals for evacuations do not exist and predictions for future evacuation times had not been developed. This study was established to project the magnitude of future clearance times on several primary evacuation routes in the state and develop target goals by which NCDOT will judge it's current and proposed roadway infrastructure.

In the past, NCDOT has included emergency or hurricane evacuation as partial justification for implementing roadway and other transportation improvements. Having standardized evacuation clearance time goals would allow NCDOT and its regulatory and resource agency partners to determine if (1) the existing transportation infrastructure is a bottleneck to achieving desired clearance times, and (2) the range of alternatives studied for proposed projects include options that will improve clearance times.

The US Army Corps of Engineers (USACE), Wilmington District had previously contracted with PBS&J in the late 1990's to develop a rudimentary evacuation traffic model that could be updated with new socioeconomic and roadway data. The model was based on the best available evacuation behavioral and modeling components that were available at the time. This NCDOT study used that work as a base and then updated the model with the most recent socioeconomic, behavioral, roadway data and modeling components that could be developed.

In general, this NCDOT effort focused upon three aspects: policy, technical, and educational.

**Policy:** It is imperative that clear goals for coastal hurricane evacuation clearance times are developed for NCDOT projects. The NCDOT will then have necessary guidance to determine if infrastructure improvements are needed to improve hurricane evacuation times.

**Technical:** In order to assess how quickly evacuations can be performed, PBS&J updated the North Carolina Hurricane Evacuation model to determine clearance times along several major U.S. routes during multiple storm severity and occupancy rate scenarios. The existing transportation infrastructure and current development as well as future infrastructure and development (using the TIP and CAMA land use plans) will be modeled. Comparisons of existing and future ranges of evacuations times and information from state and local emergency management agencies is documented and used to develop clearance time target goals to be adopted by NCDOT.

**Education:** In order to validate the model with federal and state regulatory and resource agencies, and educational component must be integrated into the study. This will allow the agencies to gain understanding and provide input into the technical portions of the study. In addition, they can support and urge policymakers to use the technical data developed to formulate clearance time goals.

## **STUDY TASKS**

To meet the technical goals of the project, PBS&J accomplished the following tasks:

- *Incorporated all relevant data from the Year 2000 Census and current year estimates including existing auto ownership data by evacuation zone*
- *Consulted the state data center to obtain and incorporate future land use scenarios*
- *Met with NCDOT officials to obtain and incorporate recent and pending roadway improvements*
- *Reviewed and used latest hurricane evacuation behavioral studies to modify destination and out of area assumptions particularly to reflect appropriate levels of traffic going out of each coastal county*
- *Modified clearance time module to reflect variable hourly service volumes during an evacuation*
- *Documented existing (2004) and future (2030) clearance times in a matrix showing impact of tourist occupancy focusing on US 158, US 64, US 264, US 70, I-40, US 421, and US 74/76.*

To accomplish the policy goals, PBS&J and NCDOT met with the study oversight committee members to discuss and detail critical policies and decision items. The oversight committee members include NCDOT staff, North Carolina Emergency Management staff, local emergency management staff, Federal Highway Administration operations personnel, and federal and state regulatory and resource agencies. A list of the members of the committee can be found in Appendix H of this report. The following items resulted from the meetings held:

- *Met with the study oversight committee to help with decisions about the appropriate tourist occupancy level scenario for evaluating potential roadway projects*
- *Met with the study oversight committee to help with decisions about the clearance time threshold/goal (that should not be exceeded) for each region of the NC coast*
- *Led a discussion with the committee concerning the following parameters that needed policy guidance:*
  - ~ *Socioeconomic/Vulnerability Level*
  - ~ *Category of Hurricane (Cat 1-2 or Cat 3 or Cat 4-5)*
  - ~ *Tourist Occupancy (Low, Med, or High)*
  - ~ *Study Year (Growth Rate vs. Year 2004)*
  - ~ *Behavioral*
  - ~ *Participation Rates (100% of surge areas plus mobile homes or less)*
  - ~ *Destinations, Vehicle Usage, and Route Usage (fairly well established)*

- ~ *Roadway Capacities*
- ~ *Hourly Service Volumes for Evacuations (variable by facility type, number of lanes, and rate of vehicle loading — use historical data where possible)*
- ~ *Clearance Times*
- ~ *Where do we stop the clock?*
- ~ *What is an acceptable clearance time for the particular county/region?*

PBS&J accomplished the following tasks to achieve the educational prong of the study:

- *PBS&J met many times during the course of the study to educate the committee about hurricane evacuation modeling and related issues*
- *PBS&J produced a summary technical memo (this report) documenting all study tasks*

## **HURRICANE EVACUATION TRAFFIC MODEL**

NCDOT has developed a viable tool for quickly analyzing additional population growth and roadway capacity changes due to planned improvements effecting evacuations.

The following is a brief guide to the structure and use of the model tool developed originally for the USACE and enhanced for the NCDOT.

Lotus and Excel versions of the spreadsheets were developed for the NCDOT.

This was accomplished so that software incompatibilities among users might be minimized. The spreadsheet has six types of pages within it, each focusing on a particular aspect of the model:

- Socioeconomic Data by Evacuation Zone
- Behavioral Data by Evacuation Zone by Storm Scenario
- Evacuation People and Vehicle Statistics by Evacuation Zone and Storm Scenario
- Out Route Assumptions/Assignments
- Evacuating Vehicles by Storm Scenario by Critical Roadway Segment Including Assumed Roadway Capacities
- Clearance Times By Storm Scenario

Each of the pages allows certain variables to be changed while other variables are “locked” to preserve the integrity of the original study analysis accomplished by PBS&J. **It is strongly suggested that the spreadsheets be copied and renamed before changes are experimented with.** The following describes in detail each of the six pages within the abbreviated model spreadsheets focusing on variables contained and variables that can be modified.

❖ **Socioeconomic Data Page (See Appendix A)**

- Contains by Zone:
  - Permanent occupied units
  - Mobile homes
  - Seasonal/Tourist Unit
  - People per permanent occupied unit
  - People per mobile home unit
  - People per tourist unit
  - Vehicles per permanent occupied unit
  - Vehicles per mobile home unit
  - Vehicles per tourist unit

- Low tourist occupancy-percent occupied\*\*
- High tourist occupancy-percent occupied\*\*

\*\* Tourist occupancies were varied in the study to develop two moderate levels that would show varying situations thereby assisting officials with their decisions.

**All variables are changeable; however increases or decreases in numbers of dwelling units are to be entered in the three 'change' columns provided.**

Calculated figures available:

- ✓ Total county permanent occupied units
- ✓ Total county mobile home units
- ✓ Total county seasonal/tourist units

#### ❖ **Behavioral Data Page (See Appendix B)**

- Contains by zone:
  - Participation Rates
  - Scenario rates for permanent occupied units
  - Scenario rates for mobile homes
  - Scenario rates for tourist units
- Destination Percentages
  - Scenario percentages to local public shelter -perm/mh du's
  - Scenario percentages to out of county -perm/mh du's
  - Scenario percentages to local friends/relatives-perm/du's
  - Scenario percentages to local hotel/motels -perm/mh du's
  - Scenario percentages to local public shelter -tourist du's
  - Scenario percentages to out of county - tourist du's
- Vehicle Usage
  - Vehicle usage percentage for permanent occupied and mobile homes
  - Vehicle usage percentage for tourist units



If changes are made to destination percentages, the four destination type figures must add up to 100% for a particular scenario; or in the case of tourist units, the two destination types must add up to 100%. Values have been coordinated through policy discussions with the State of North Carolina Division of Emergency Management.

❖ **Evacuating People and Vehicle Statistics Page (by county)**  
(See Appendix C)

All columns on this page are calculations derived from applying figures from the behavioral page to the socioeconomic data page and include by zone:

- Evacuating people statistics by storm category and tourist occupancy level
- Local public shelter demand by storm category and tourist occupancy level
- Evacuating vehicles by storm category and tourist occupancy level with separate columns for each destination type

In addition, county-wide totals for each of the above variables are presented on this page.

❖ **Out Route Assumptions Page (See Appendix D)**

For each county the percentage of out-of-county evacuees using certain major exiting routes is provided. The user can adjust these out route percentages to test different scenarios or test various public information strategies regarding suggested route usage. The impacts of any changes are immediately reflected in the vehicles by roadway segment and clearance time sheets.

## ❖ Evacuating Vehicles by Critical Roadway Segment Page (See Appendix E)

For the study area, those expected most congested roadway segments are provided with their evacuating vehicle volumes by storm category and tourist occupancy. Data from the PBS&J base model figures are provided to show the impact of local changes input into the first two pages of this spreadsheet. All columns are calculations made by the spreadsheet.

The one column that can be changed on this page of the spreadsheet is that labeled *Evacuation Directional Service Volume*. This is an assumption of how many vehicles per hour can flow through that particular critical roadway segment. The figure can be changed to reflect local roadway construction or unique traffic control during evacuations (e.g. one-way operations).

## ❖ Clearance Times Page (See Appendix F)

The sixth and final page of the Abbreviated Model spreadsheet reports the revised clearance times associated with each critical roadway segment as a result of changes made to the socioeconomic or behavioral sheets and service volume figures of the spreadsheet. **Clearance times begin when the first evacuating vehicle enters a roadway segment on a given corridor and ends when the last vehicle loading the roadway network reaches some assumed point of safety (I-95 in the North Carolina study).** All figures are calculations. The presentation of multiple clearance times can be confusing--**the highest clearance time for a route segment is the time to be used for decision making.** Other times are shown so that local and state officials realize that once a roadway's congestion problem is "solved", the next most congested area must be considered. **Any substantial changes in assumed clearance time for a particular storm category should be discussed with the State Division of Emergency Management before their real-time use.**

## **STUDY RESULTS and RECOMMENDED THRESHOLDS**

Using the permanent population figures developed for 2004 and projections for the 2030 future year (see Table 1 following this section), and the model developed for the study area, clearance times were developed for the existing and future year scenarios. This was accomplished for three levels of storm intensity and four levels of tourist occupancy. (See Tables 2 through 4 following this section that shows the times for individual years and then a side by side comparison). Figure 1 (also following this section) illustrates the North Carolina Coastal area with existing and future clearance times superimposed for each of the three regions.

Meetings were held with the study oversight committee to present the range of times developed for the existing and future study years. Appendix G documents the minutes of those meetings and shows the progression in thought of participants in regard to setting clearance time thresholds for each part of the state.

Initial meetings with law enforcement and emergency management, resulted in a consensus of setting an eighteen hour clearance time threshold for all three regions of coastal North Carolina. This would allow:

- (A) Conducting evacuations almost entirely during daylight areas
- (B) Limit the amount of personnel resources that North Carolina law enforcement would have to commit for an evacuation to one shift.
- (C) Issuing evacuation advisories within the National Hurricane Center's Warning Period as opposed to issuing evacuation notices during a hurricane watch period when the forecast track is much less certain.

An eighteen hour threshold or goal is significantly below the times that the northeast region is already experiencing and significantly above what the southeast region is currently experiencing.

A final oversight committee meeting was then held in Raleigh in early May 2005. It was recognized that NCDOT by itself may not (monetarily and environmentally) be able to construct enough roadway capacity to get to an eighteen hour clearance time for the northeast region. **The committee astutely recognized that growth management controls, specialized evacuation traffic control measures, and roadway improvements must be explored and combined to manage escalating clearance times in the coastal region of North Carolina.** The committee considered a threshold of the existing clearance time plus 20 percent for each of the three regions.

In the northeast part of the state, clearance times range from 8 to 30 hours for the existing situation (depending upon storm intensity and tourist occupancy) and range from 14 to 46 hours for the Year 2030. Taking a moderate level of tourist occupancy (75%) and a Category 3 hurricane, the existing clearance time is 26 hours and the future year time is 39 hours. The threshold or clearance time that would be achieved under the existing plus 20% idea would be 31 hours.

In the central coastal region of the state, clearance times range from 7 to 19 hours for the existing situation (depending upon storm intensity and tourist occupancy) and range from 8 to 22 hours for the Year 2030. Taking a moderate level of tourist occupancy (75%) and a Category 3 hurricane, the existing clearance time is 15 hours and the future year time is 17 hours. The threshold or clearance time that would be achieved under the existing plus 20% idea would be 18 hours.

In the southeastern part of the state, clearance times range from 8 to 14 hours for the existing situation (depending upon storm intensity and tourist occupancy)

and range from 11 to 21 hours for the Year 2030. Taking a moderate level of tourist occupancy (75%) and a Category 3 hurricane, the existing clearance time is 12.5 hours and the future year time is 18 hours. The threshold or clearance time that would be achieved under the existing plus 20% idea would be 15 hours.

**It is critical to understand that future year runs assume that the State's demographic center projections turn out to be accurate and also assume the existing road network has not been substantially improved.**

**NCDOT leadership has reviewed and considered the work of the oversight committee, as well as the roles and responsibilities that emergency management personnel and the NC Highway Patrol have in conducting and managing evacuations. Based upon that review and careful consideration of the information presented herein, NCDOT leadership has decided to defer to the expert judgment of those law enforcement and emergency management professionals. NCDOT recommends therefore that an eighteen hour evacuation threshold be adopted for the coastal region for NCDOT projects.**

Specific corridor study evacuation analyses should use this model as a base but be enhanced with more roadway detail in the immediate vicinity of the project limits to capture all project benefits or negative impacts as the case may be.

**Table 1 – Permanent Population Comparisons  
Years 2004 and 2030**

	Year 2004 Total Permanent Population	Year 2004 Permanent Occupied Units	Year 2030* Total Permanent Population	Year 2030* Permanent Occupied Units
Dare	32,044	13,578	50,241	21,289
Currituck	19,685	7,456	32,862	12,448
Camden	7,464	2,886	10,617	4,106
Pasquotank	35,450	13,110	43,317	16,020
Perquimans	11,484	4,693	13,567	5,544
Chowan	14,525	5,580	15,495	5,953
Tyrrell	4,190	1,552	4,868	1,803
Washington	13,740	5,367	13,740	5,367
Bertie	19,744	7,743	19,744	7,743
Martin	25,551	10,020	25,551	10,020
Hyde	5,825	2,185	6,434	2,413
Beaufort	45,569	18,569	52,192	21,268
Carteret	60,756	25,788	69,962	29,695
Pamlico	12,934	5,178	15,271	6,113
Craven	91,644	34,583	103,865	39,194
Jones	10,260	3,800	12,319	4,562
Onslow	150,352	48,120	180,615	57,806
Pender	42,721	16,695	75,517	29,510
New Hanover	165,697	70,480	262,829	111,794
Brunswick	78,562	32,693	124,815	51,941
*projections provided from: <a href="http://demog.state.nc.us/">http://demog.state.nc.us/</a>				



**Table 2 –  
Clearance  
Time Matrix  
Year 2004**

EXAMPLE CLEARANCE TIME MATRICES BY ROUTE NCDOT Hurricane Traffic Model 2004				
Key Evacuation Roadway Segments Storm Category	Tourist Occupancy			
<u>US 158 at Barco</u>	35%	50%	75%	95%
Category 1 - 2	14.2	17.6	23.45	28
Category 3	16.5	20	25.8	30.4
Category 4 - 5	16.5	20	25.8	30.4
<u>US 64 westbound through Columbia</u>	35%	50%	75%	95%
Category 1 - 2	9.7	12	15.7	18.7
Category 3	11.5	13.7	17.5	20.5
Category 4 - 5	11.5	13.7	17.5	20.5
<u>US 264 westbound through Washington</u>	35%	50%	75%	95%
Category 1 - 2	7	7.4	8	8.6
Category 3	10.4	11.1	12.2	13.1
Category 4 - 5	12.2	12.9	14	14.8
<u>US 70 westbound through Havelock</u>	35%	50%	75%	95%
Category 1 - 2	7.2	7.8	8.9	9.8
Category 3	11.7	13.	15.2	16.9
Category 4 - 5	14.2	15.5	17.7	19.4
<u>I-40 westbound from Wilmington</u>	35%	50%	75%	90%
Category 1 - 2	7.9	8.1	8.5	8.8
Category 3	11.4	11.6	12.4	12.6
Category 4 - 5	11.4	11.9	12.8	13.3
<u>US 74/US 76 westbound from Wilmington to Whiteville</u>	35%	50%	75%	90%
Category 1 - 2	8.1	8.5	9.4	9.9
Category 3	10.8	10.8	11	11.7
Category 4 - 5	10.8	11.9	13.7	14.6

**Table 3 –  
Clearance  
Time Matrix  
Year 2030**

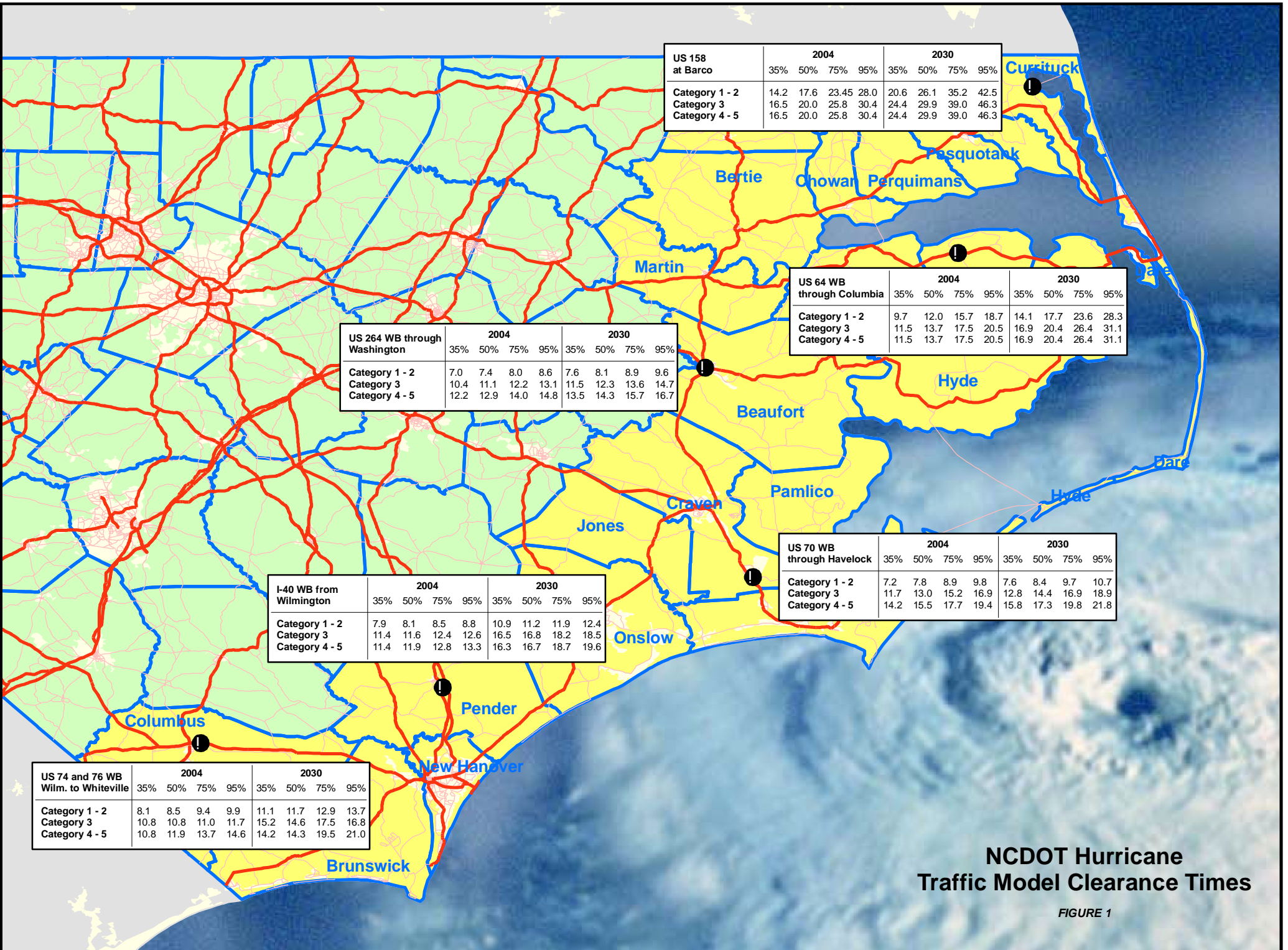
EXAMPLE CLEARANCE TIME MATRICES BY ROUTE NCDOT Hurricane Traffic Model 2030				
Key Evacuation Roadway Segments Storm Category	Tourist Occupancy			
<u>US 158 at Barco</u>	35%	50%	75%	95%
Category 1 - 2	20.6	26.1	35.2	42.5
Category 3	24.4	29.9	39	46.3
Category 4 - 5	24.4	29.9	39	46.3
<u>US 64 westbound through Columbia</u>	35%	50%	75%	95%
Category 1 - 2	14.1	17.7	23.6	28.3
Category 3	16.9	20.4	26.4	31.1
Category 4 - 5	16.9	20.4	26.4	31.1
<u>US 264 westbound through Washington</u>	35%	50%	75%	95%
Category 1 - 2	7.6	8.1	8.9	9.6
Category 3	11.5	12.3	13.6	14.7
Category 4 - 5	13.5	14.3	15.7	16.7
<u>US 70 westbound through Havelock</u>	35%	50%	75%	95%
Category 1 - 2	7.6	8.4	9.7	10.7
Category 3	12.8	14.4	16.9	18.9
Category 4 - 5	15.8	17.3	19.8	21.8
<u>I-40 westbound from Wilmington</u>	35%	50%	75%	90%
Category 1 - 2	10.9	11.2	11.9	12.4
Category 3	16.5	16.8	18.2	18.5
Category 4 - 5	16.3	16.7	18.7	19.6
<u>US 74/US 76 westbound from Wilmington to Whiteville</u>	35%	50%	75%	90%
Category 1 - 2	11.1	11.7	12.9	13.7
Category 3	15.2	14.6	17.5	16.8
Category 4 - 5	14.2	14.3	19.5	21



# Clearance Time Matrices Year 2004 and Year 2030

EXAMPLE CLEARANCE TIME MATRICES BY ROUTE NCDOT Hurricane Traffic Model 2004					
Key Evacuation Roadway Segments Storm Category	Tourist Occupancy				
<u>US 158 at Barco</u>	35%	50%	75%	95%	
Category 1 - 2	14.2	17.6	23.45	28	
Category 3	16.5	20	25.8	30.4	
Category 4 - 5	16.5	20	25.8	30.4	
<u>US 64 westbound through Columbia</u>	35%	50%	75%	95%	
Category 1 - 2	9.7	12	15.7	18.7	
Category 3	11.5	13.7	17.5	20.5	
Category 4 - 5	11.5	13.7	17.5	20.5	
<u>US 264 westbound through Washington</u>	35%	50%	75%	95%	
Category 1 - 2	7	7.4	8	8.6	
Category 3	10.4	11.1	12.2	13.1	
Category 4 - 5	12.2	12.9	14	14.8	
<u>US 70 westbound through Havelock</u>	35%	50%	75%	95%	
Category 1 - 2	7.2	7.8	8.9	9.8	
Category 3	11.7	13.	15.2	16.9	
Category 4 - 5	14.2	15.5	17.7	19.4	
<u>I-40 westbound from Wilmington</u>	35%	50%	75%	90%	
Category 1 - 2	7.9	8.1	8.5	8.8	
Category 3	11.4	11.6	12.4	12.6	
Category 4 - 5	11.4	11.9	12.8	13.3	
<u>US 74/US 76 westbound from Wilmington to Whiteville</u>	35%	50%	75%	90%	
Category 1 - 2	8.1	8.5	9.4	9.9	
Category 3	10.8	10.8	11	11.7	
Category 4 - 5	10.8	11.9	13.7	14.6	

EXAMPLE CLEARANCE TIME MATRICES BY ROUTE NCDOT Hurricane Traffic Model 2030					
Key Evacuation Roadway Segments Storm Category	Tourist Occupancy				
<u>US 158 at Barco</u>	35%	50%	75%	95%	
Category 1 - 2	20.6	26.1	35.2	42.5	
Category 3	24.4	29.9	39	46.3	
Category 4 - 5	24.4	29.9	39	46.3	
<u>US 64 westbound through Columbia</u>	35%	50%	75%	95%	
Category 1 - 2	14.1	17.7	23.6	28.3	
Category 3	16.9	20.4	26.4	31.1	
Category 4 - 5	16.9	20.4	26.4	31.1	
<u>US 264 westbound through Washington</u>	35%	50%	75%	95%	
Category 1 - 2	7.6	8.1	8.9	9.6	
Category 3	11.5	12.3	13.6	14.7	
Category 4 - 5	13.5	14.3	15.7	16.7	
<u>US 70 westbound through Havelock</u>	35%	50%	75%	95%	
Category 1 - 2	7.6	8.4	9.7	10.7	
Category 3	12.8	14.4	16.9	18.9	
Category 4 - 5	15.8	17.3	19.8	21.8	
<u>I-40 westbound from Wilmington</u>	35%	50%	75%	90%	
Category 1 - 2	10.9	11.2	11.9	12.4	
Category 3	16.5	16.8	18.2	18.5	
Category 4 - 5	16.3	16.7	18.7	19.6	
<u>US 74/US 76 westbound from Wilmington to Whiteville</u>	35%	50%	75%	90%	
Category 1 - 2	11.1	11.7	12.9	13.7	
Category 3	15.2	14.6	17.5	16.8	
Category 4 - 5	14.2	14.3	19.5	21	



US 158 at Barco	2004				2030			
	35%	50%	75%	95%	35%	50%	75%	95%
Category 1 - 2	14.2	17.6	23.45	28.0	20.6	26.1	35.2	42.5
Category 3	16.5	20.0	25.8	30.4	24.4	29.9	39.0	46.3
Category 4 - 5	16.5	20.0	25.8	30.4	24.4	29.9	39.0	46.3

US 64 WB through Columbia	2004				2030			
	35%	50%	75%	95%	35%	50%	75%	95%
Category 1 - 2	9.7	12.0	15.7	18.7	14.1	17.7	23.6	28.3
Category 3	11.5	13.7	17.5	20.5	16.9	20.4	26.4	31.1
Category 4 - 5	11.5	13.7	17.5	20.5	16.9	20.4	26.4	31.1

US 264 WB through Washington	2004				2030			
	35%	50%	75%	95%	35%	50%	75%	95%
Category 1 - 2	7.0	7.4	8.0	8.6	7.6	8.1	8.9	9.6
Category 3	10.4	11.1	12.2	13.1	11.5	12.3	13.6	14.7
Category 4 - 5	12.2	12.9	14.0	14.8	13.5	14.3	15.7	16.7

US 70 WB through Havelock	2004				2030			
	35%	50%	75%	95%	35%	50%	75%	95%
Category 1 - 2	7.2	7.8	8.9	9.8	7.6	8.4	9.7	10.7
Category 3	11.7	13.0	15.2	16.9	12.8	14.4	16.9	18.9
Category 4 - 5	14.2	15.5	17.7	19.4	15.8	17.3	19.8	21.8

I-40 WB from Wilmington	2004				2030			
	35%	50%	75%	95%	35%	50%	75%	95%
Category 1 - 2	7.9	8.1	8.5	8.8	10.9	11.2	11.9	12.4
Category 3	11.4	11.6	12.4	12.6	16.5	16.8	18.2	18.5
Category 4 - 5	11.4	11.9	12.8	13.3	16.3	16.7	18.7	19.6

US 74 and 76 WB Wilm. to Whiteville	2004				2030			
	35%	50%	75%	95%	35%	50%	75%	95%
Category 1 - 2	8.1	8.5	9.4	9.9	11.1	11.7	12.9	13.7
Category 3	10.8	10.8	11.0	11.7	15.2	14.6	17.5	16.8
Category 4 - 5	10.8	11.9	13.7	14.6	14.2	14.3	19.5	21.0

NCDOT Hurricane  
Traffic Model Clearance Times

FIGURE 1

**Appendix A**  
**Socioeconomic Data for Study Area**  
**Year 2004 and Year 2030**

NORTH COASTAL (Dare and Currituck Counties)														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2004														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Dare1	2319	0	900	0	3200	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Dare2	366	0	20	0	900	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Dare3	854	0	45	0	2600	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Dare4	3662	0	475	0	4950	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Dare5	1465	0	105	0	3100	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Dare6	976	0	70	0	2100	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Dare7	336	0	100	0	300	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Dare8	3539	0	1100	0	800	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Dare9	61	0	25	0	50	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%
Curr10	347	0	50	0	1800	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%
Curr11	116	0	25	0	900	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%
Curr12	796	0	377	0	305	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%
Curr13	933	0	399	0	380	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%
Curr14	1903	0	684	0	250	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%
Curr15	1459	0	692	0	450	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%
Curr16	1903	0	684	0	165	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%
Total	21,034	0	5,751	0	22,250	0								
		Category 1-2								low occ %	high occ %			
									QuickParam	35%	95%			
		Category 3-5												
		Inland Evacuation Zones (Mobile Homes Only)												
		Total Permanent Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units									
	Dare	32,044	13,578	2,840	18,000									
	Currituck	19,685	7,456	2,911	4,250									

NORTH COASTAL (Dare and Currituck Counties)																										
SOCIOECONOMIC DATA																										
NCDOT Hurricane Traffic Model 2030																										
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist												
Dare1	3636	0	1411	0	5017	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Dare2	574	0	31	0	1411	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Dare3	1340	0	71	0	4076	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Dare4	5741	0	745	0	7761	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Dare5	2296	0	165	0	4860	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Dare6	1531	0	110	0	3293	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Dare7	526	0	157	0	470	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Dare8	5549	0	1725	0	1254	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Dare9	96	0	39	0	78	0	2.36	2.36	8	1.27	1.27	2.5	35%	95%												
Curr10	580	0	83	0	3005	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%												
Curr11	193	0	42	0	1502	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%												
Curr12	1328	0	629	0	509	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%												
Curr13	1558	0	666	0	634	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%												
Curr14	3176	0	1142	0	417	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%												
Curr15	2436	0	1155	0	751	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%												
Curr16	3176	0	1142	0	275	0	2.64	2.64	6	1.34	1.34	2.5	35%	95%												
Total	33,736	0	9,312	0	35,317	0																				
	Category 1-2							QuickParam		low occ %	high occ %															
	Category 3-5									35%	95%															
Inland Evacuation Zones (Mobile Homes Only)																										
		Total Permanent Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units																					
Dare		50,241	21,289	4,453	28,222																					
Currituck		32,862	12,448	4,860	7,095																					





## NCDOT Hurricane Traffic Model 2030

[illegible]

ALBEMARLE SOUTH (Washington and Tyrrell Counties)														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2004														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Tyrrell1	388	0	177	0	26	0	2.70	2.70	3	1.58	1.58	1.05	35%	95%
Tyrrell2	776	0	354	0	13	0	2.70	2.70	3	1.58	1.58	1.05	35%	95%
Tyrrell3	388	0	177	0	2	0	2.70	2.70	3	1.58	1.58	1.05	35%	95%
Wash4	408	0	157	0	26	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash5	319	0	112	0	30	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash6	537	0	95	0	24	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash7	434	0	170	0	26	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash8	485	0	188	0	5	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash9	325	0	126	0	12	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash10	347	0	134	0	12	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash11	1080	0	198	0	163	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash12	225	0	91	0	104	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash13	1208	0	250	0	52	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Total	6,919	0	2,229	0	495	0								
	Category 1-2 Evacuation Zones							low occ %		high occ %				
								QuickParam		35%		95%		
	Category 3 Evacuation Zones													
	Category 4-5 Evacuation Zones													
	Inland Evacuation Zones (Mobile Homes Only)													
		Total Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units									
	Tyrrell	4,190	1,552	708	41									
	Washington	13,740	5,367	1,521	454									



ALBEMARLE SOUTH (Washington and Tyrrell Counties)														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2030														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Tyrrell1	451	0	206	0	30	0	2.70	2.70	3	1.58	1.58	1.05	35%	95%
Tyrrell2	901	0	411	0	15	0	2.70	2.70	3	1.58	1.58	1.05	35%	95%
Tyrrell3	451	0	206	0	2	0	2.70	2.70	3	1.58	1.58	1.05	35%	95%
Wash4	408	0	157	0	26	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash5	319	0	112	0	30	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash6	537	0	95	0	24	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash7	434	0	170	0	26	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash8	485	0	188	0	5	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash9	325	0	126	0	12	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash10	347	0	134	0	12	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash11	1080	0	198	0	163	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash12	225	0	91	0	104	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Wash13	1208	0	250	0	52	0	2.56	2.56	3	1.61	1.61	1.05	35%	95%
Total	7,170	0	2,343	0	502	0								

ALBEMARLE INLAND (Bertie and Martin Counties)														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2004														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Bertie1	23	0	8	0	2	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Bertie2	97	0	34	0	5	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Bertie3	234	0	80	0	6	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Bertie4	66	0	25	0	2	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Bertie5	7,323	0	2,718	0	253	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Martin6	10,020	0	2,554	0	391	0	2.55	2.55	3	1.64	1.64	1.05	35%	95%
Total	17,763	0	5,419	0	659	0								
	Category 1-5 Evacuation Zones													
	Inland Evacuation Zones (Mobile Homes Only)													
		Total Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units									
	Bertie	19,744	7,743	2,865	268									
	Martin	25,551	10,020	2,554	391									

ALBEMARLE INLAND (Bertie and Martin Counties)														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2030														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Bertie1	23	0	8	0	2	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Bertie2	97	0	34	0	5	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Bertie3	234	0	80	0	6	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Bertie4	66	0	25	0	2	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Bertie5	7,323	0	2,718	0	253	0	2.55	2.55	3	1.66	1.66	1.05	35%	95%
Martin6	10,020	0	2,554	0	391	0	2.55	2.55	3	1.64	1.64	1.05	35%	95%
Total	17,763	0	5,419	0	659	0								
Category 1-5 Evacuation Zones														
Inland Evacuation Zones (Mobile Homes Only)														
	Total Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units										
Bertie	19,744	7,743	2,865	268										
Martin	25,551	10,020	2,554	391										
										low occ % high occ %				
										QuickParam 35% 95%				

PAMLICO NORTH (Hyde and Beaufort Counties)														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2004														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Hyde1	109	0	41	0	1400	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Hyde2	437	0	165	0	93	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Hyde3	546	0	206	0	116	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Hyde4	765	0	289	0	162	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Hyde5	328	0	124	0	69	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Beaufort6	1938	0	814	0	70	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort7	718	0	580	0	639	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort8	541	0	210	0	265	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort9	32	0	17	0	13	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort10	21	0	5	0	2	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort11	1728	0	237	0	35	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort12	287	0	128	0	21	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort13	382	0	107	0	11	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort14	499	0	211	0	454	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort15	349	0	137	0	70	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort16	1657	0	742	0	89	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort17	2058	0	119	0	11	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort18	356	0	92	0	22	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort19	360	0	143	0	74	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort20	19	0	6	0	0	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort21	3292	0	1050	0	95	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort22	1558	0	578	0	487	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort23	587	0	293	0	370	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort24	2186	0	1562	0	504	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Total	20,754	0	7,856	0	5,072	0								
	Category 1-2 Evacuation Zones													
	Category 3 Evacuation Zones													
	QuickParam low occ % 35% high occ % 95%													
	Category 4-5 Evacuation Zones													
Inland Evacuation Zones (Mobile Homes Only)														
		Total Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units									
	Hyde	5,825	2,185	825	1,840									
	Beaufort	45,569	18,569	7,031	3,232									

PAMLICO NORTH (Hyde and Beaufort Counties)														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2030														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Hyde1	120	0	45	0	1546	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Hyde2	482	0	222	0	103	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Hyde3	604	0	228	0	128	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Hyde4	845	0	319	0	179	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Hyde5	362	0	137	0	76	0	2.67	2.67	3	1.62	1.62	1.05	35%	95%
Beaufort6	2169	0	911	0	78	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort7	803	0	649	0	715	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort8	605	0	235	0	296	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort9	36	0	21	0	15	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort10	23	0	6	0	2	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort11	1933	0	265	0	39	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort12	402	0	143	0	23	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort13	428	0	120	0	12	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort14	558	0	236	0	508	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort15	390	0	153	0	78	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort16	1854	0	830	0	100	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort17	2303	0	133	0	12	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort18	499	0	103	0	25	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort19	504	0	160	0	83	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort20	24	0	7	0	0	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort21	3684	0	1175	0	106	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort22	1950	0	647	0	545	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort23	657	0	328	0	414	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Beaufort24	2445	0	1748	0	564	0	2.45	2.45	3	1.76	1.76	1.05	35%	95%
Total	23,682	0	8,820	0	5,648	0								
Category 1-2 Evacuation Zones														
Category 3 Evacuation Zones														
QuickParam low occ % high occ % 35% 95%														
Category 4-5 Evacuation Zones														
Inland Evacuation Zones (Mobile Homes Only)														
		Total Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units									
	Hyde	6,434	2,413	951	2,032									
	Beaufort	52,192	21,268	7,869	3,616									

PAMLICO SOUTH (Carteret, Pamlico, Craven and Jones Counties)											QuickParam		low occ %	high occ %
SOCIOECONOMIC DATA													35%	95%
NCDOT Hurricane Traffic Model 2004														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Carteret1	1379	0	780	0	5700	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret2	2200	0	1440	0	8500	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret3	3798	0	720	0	1100	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret4	741	0	144	0	46	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret5	757	0	240	0	28	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret6	408	0	397	0	20	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret7	199	0	198	0	89	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret8	642	0	340	0	109	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret9	1853	0	361	0	616	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret10	1624	0	746	0	22	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret11	1411	0	420	0	30	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret12	5286	0	1148	0	1164	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret13	1271	0	678	0	251	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret14	637	0	397	0	208	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret15	1624	0	936	0	66	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret16	941	0	397	0	178	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret17	1018	0	695	0	311	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Pamlico18	1383	0	587	0	1400	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico19	1005	0	363	0	93	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico20	144	0	52	0	13	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico21	680	0	270	0	158	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico22	392	0	166	0	132	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico23	431	0	156	0	40	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico24	1143	0	422	0	139	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Craven25	1871	0	318	0	39	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven26	841	0	270	0	47	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven27	5188	0	739	0	730	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven28	412	0	188	0	20	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven29	3774	0	145	0	17	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven30	44	0	80	0	10	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven31	710	0	240	0	13	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven32	624	0	180	0	5	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven33	9697	0	1884	0	649	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven34	8841	0	1927	0	47	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven35	2582	0	1021	0	53	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Jones36	122	0	10	0	2	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones37	45	0	5	0	1	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones38	152	0	10	0	2	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones39	86	0	50	0	1	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones40	1382	0	150	0	15	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones41	1285	0	900	0	6	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones42	727	0	550	0	5	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Total	69348	0	20721	0	22075									
Category 1-2 Evacuation Zones								Total Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units			
Category 3 Evacuation Zones														
Category 4-5 Evacuation Zones							Carteret	60,756	25,788	10,038	18,438			
							Pamlico	12,934	5,178	2,016	1,975			
							Craven	91,644	34,583	6,992	1,630			
Inland Evacuation Zones (Mobile Homes Only)							Jones	10,260	3,800	1,675	32			

PAMLICO SOUTH (Carteret, Pamlico, Craven and Jones Counties)											QuickParam		low occ %	high occ %
SOCIOECONOMIC DATA													35%	95%
NCDOT Hurricane Traffic Model 2030														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
Carteret1	1588	0	898	0	6564	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret2	2533	0	1658	0	9788	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret3	4373	0	829	0	1267	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret4	854	0	166	0	53	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret5	872	0	276	0	32	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret6	470	0	457	0	23	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret7	229	0	228	0	102	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret8	739	0	391	0	126	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret9	2134	0	416	0	709	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret10	1870	0	860	0	25	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret11	1624	0	484	0	35	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret12	6086	0	1322	0	1340	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret13	1464	0	781	0	289	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret14	733	0	457	0	240	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret15	1870	0	1078	0	76	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret16	1084	0	457	0	205	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Carteret17	1173	0	800	0	358	0	2.36	2.36	3	1.77	1.77	1.05	35%	95%
Pamlico18	1633	0	693	0	1653	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico19	1186	0	429	0	110	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico20	170	0	61	0	15	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico21	803	0	319	0	187	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico22	463	0	196	0	156	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico23	509	0	184	0	47	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Pamlico24	1349	0	498	0	164	0	2.50	2.50	3	1.73	1.73	1.05	35%	95%
Craven25	2121	0	360	0	44	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven26	953	0	306	0	53	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven27	5879	0	838	0	827	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven28	467	0	213	0	23	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven29	4277	0	164	0	19	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven30	49	0	91	0	11	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven31	805	0	272	0	15	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven32	707	0	204	0	6	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven33	10990	0	2135	0	736	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven34	10020	0	2184	0	53	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Craven35	2926	0	1157	0	60	0	2.65	2.65	3	1.71	1.71	1.05	35%	95%
Jones36	139	0	11	0	2	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones37	52	0	6	0	1	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones38	174	0	11	0	2	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones39	99	0	66	0	1	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones40	1582	0	172	0	17	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones41	1684	0	1030	0	7	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Jones42	832	0	630	0	6	0	2.70	2.70	3	1.79	1.79	1.05	35%	95%
Total	79565	0	23789	0	25448									
		Category 1-2 Evacuation Zones						Total Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units			
		Category 3 Evacuation Zones												
		Category 4-5 Evacuation Zones												
		Inland Evacuation Zones (Mobile Homes Only)												
							Carteret	69,962	29,695	11,559	21,232			
							Pamlico	15,271	6,113	2,380	2,332			
							Craven	103,865	39,194	7,924	1,847			
							Jones	12,319	4,562	1,926	37			

ONslow COUNTY SOCIOECONOMIC DATA NCDOT Hurricane Traffic Model 2004														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
1	1318	0	900	0	1400	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
2	61	0	22	0	6	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
3	77	0	35	0	3	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
4	222	0	77	0	8	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
5	82	0	0	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
6	758	0	116	0	2	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
7	1264	0	55	0	1	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
8	51	0	0	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
9	308	0	164	0	15	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
10	1263	0	600	0	197	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
11	357	0	133	0	34	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
12	133	0	59	0	7	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
13	12	0	0	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
14	26	0	0	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
15	402	0	0	0	1	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
16	1617	0	101	0	6	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
17	138	0	13	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
18	115	0	65	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
19	270	0	147	0	15	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
20	143	0	75	0	10	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
21	1061	0	0	0	2	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
22	2778	0	1200	0	106	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
23	5650	0	2500	0	24	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
24	9430	0	900	0	11	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
25	7112	0	216	0	3	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
26	2866	0	950	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
27	1289	0	670	0	39	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
28	4832	0	2600	0	12	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
29	2345	0	1000	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
30	2141	0	700	0	13	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
Total	48120	0	13298	0	1915	0								
		Category 1-2 Evacuation Zones						low occ %		high occ %				
							QuickParam		35%		95%			
		Category 3-5 Evacuation Zones												
		Inland Evacuation Zones (Mobile Homes Only)						Total Population	Permanent Occupied Units	Mobile Home Units	Seasonal Tourist Units			
							Onslow	150352	48120	13298	1915			



ON SLOW COUNTY														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2030														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
1	1584	0	1081	0	1682	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
2	73	0	26	0	7	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
3	93	0	42	0	4	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
4	267	0	92	0	10	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
5	98	0	0	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
6	911	0	139	0	2	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
7	1519	0	66	0	1	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
8	62	0	0	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
9	370	0	197	0	18	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
10	1518	0	721	0	237	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
11	429	0	160	0	41	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
12	160	0	71	0	8	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
13	14	0	0	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
14	31	0	0	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
15	483	0	0	0	1	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
16	1942	0	121	0	7	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
17	166	0	16	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
18	138	0	78	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
19	325	0	177	0	18	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
20	171	0	90	0	12	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
21	1274	0	0	0	2	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
22	3337	0	1442	0	127	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
23	6787	0	3003	0	29	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
24	11328	0	1081	0	13	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
25	8543	0	259	0	4	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
26	3443	0	1141	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
27	1548	0	805	0	47	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
28	5805	0	3123	0	14	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
29	2817	0	1201	0	0	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
30	2571	0	841	0	16	0	3.12	3.12	2.5	1.75	1.75	1.05	35%	95%
Total	57806	0	15975	0	2300	0								

PENDER COUNTY SOCIOECONOMIC DATA NCDOT Hurricane Traffic Model 2004														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
1	1249	0	900	0	489	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
2	231	0	0	0	566	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
3	542	0	350	0	327	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
4	542	0	338	0	327	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
5	424	0	84	0	50	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
6	87	0	38	0	4	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
7	102	0	41	0	0	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
8	36	0	13	0	1	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
9	18	0	7	0	1	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
10	26	0	8	0	0	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
11	1006	0	700	0	606	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
12	990	0	197	0	116	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
13	825	0	177	0	169	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
14	862	0	434	0	60	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
15	1758	0	900	0	10	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
16	484	0	131	0	0	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
17	475	0	136	0	16	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
18	2667	0	650	0	33	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
19	1928	0	500	0	21	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
20	808	0	219	0	9	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
21	1037	0	310	0	6	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
22	417	0	104	0	4	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
23	180	0	65	0	7	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
Total	16695	0	6302	0	2822	0								

PENDER COUNTY														
SOCIOECONOMIC DATA														
NCDOT Hurricane Traffic Model 2030														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
1	2208	0	1591	0	864	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
2	408	0	0	0	1000	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
3	958	0	619	0	578	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
4	958	0	597	0	578	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
5	750	0	148	0	88	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
6	154	0	67	0	7	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
7	181	0	72	0	0	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
8	64	0	23	0	2	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
9	32	0	12	0	2	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
10	46	0	14	0	0	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
11	1778	0	1237	0	1071	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
12	1749	0	348	0	205	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
13	1458	0	313	0	299	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
14	1524	0	767	0	106	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
15	3107	0	1591	0	18	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
16	855	0	232	0	0	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
17	840	0	240	0	28	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
18	4715	0	1149	0	58	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
19	3408	0	884	0	37	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
20	1429	0	387	0	16	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
21	1832	0	548	0	11	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
22	738	0	184	0	7	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
23	318	0	115	0	12	0	2.56	2.56	2.5	1.85	1.85	1.05	35%	95%
Total	29510	0	11140	0	4988	0								

NEW HANOVER COUNTY SOCIOECONOMIC DATA NCDOT Hurricane Traffic Model 2004														
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist
1	1098	0	62	0	499	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
2	2181	0	78	0	544	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
3	2188	0	277	0	110	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
4	2033	0	173	0	931	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
5	1160	0	270	0	911	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
6	137	0	8	0	3	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
7	1369	0	7	0	12	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
8	858	0	2	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
9	1194	0	36	0	3	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
10	355	0	60	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
11	3276	0	288	0	80	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
12	2420	0	562	0	82	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
13	264	0	14	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
14	4173	0	854	0	58	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
15	2368	0	38	0	11	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
16	3728	0	44	0	11	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
17	5541	0	546	0	42	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
18	4883	0	131	0	37	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
19	2150	0	0	0	9	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
20	3870	0	10	0	6	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
21	8580	0	182	0	44	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
22	1341	0	188	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
23	2825	0	0	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
24	1645	0	10	0	6	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
25	5510	0	455	0	199	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
26	1546	0	353	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
27	2344	0	447	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
28	983	0	162	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
29	459	0	78	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%
Total	70480	0	5335	0	3598	0								

NEW HANOVER COUNTY SOCIOECONOMIC DATA NCDOT Hurricane Traffic Model 2030															
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	High Occupancy Tourist	
1	1742	0	98	0	792	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
2	3460	0	124	0	863	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
3	3471	0	439	0	174	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
4	3224	0	274	0	1477	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
5	1841	0	428	0	1445	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
6	217	0	13	0	5	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
7	2171	0	11	0	19	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
8	1362	0	3	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
9	1894	0	57	0	5	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
10	563	0	95	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
11	5196	0	457	0	127	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
12	3838	0	891	0	130	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
13	419	0	22	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
14	6620	0	1355	0	92	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
15	3757	0	60	0	17	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
16	5913	0	70	0	17	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
17	8789	0	866	0	67	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
18	7745	0	208	0	59	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
19	3411	0	0	0	14	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
20	6139	0	16	0	10	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
21	13609	0	289	0	70	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
22	2126	0	298	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
23	4480	0	0	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
24	2610	0	16	0	10	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
25	8740	0	722	0	316	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
26	2453	0	560	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
27	3718	0	709	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
28	1559	0	257	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
29	728	0	124	0	0	0	2.35	2.35	3	1.68	1.68	1.05	35%	95%	
Total	111794	0	8462	0	5707	0									
	Category 1-3 Evacuation Zones						low occ %		high occ %						
	Category 4-5 Evacuation Zones						QuickParam		35%		95%				
	Inland Evacuation Zones (Mobile Homes Only)														

BRUNSWICK COUNTY SOCIOECONOMIC DATA NCDOT Hurricane Traffic Model 2004																
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	Med Occupancy Tourist	High Occupancy Tourist	
1	741	0	341	0	293	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
2	126	0	4	0	600	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
3	265	0	0	0	1200	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
4	83	0	0	0	355	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
5	474	0	224	0	269	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
6	489	0	37	0	1100	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
7	3662	0	209	0	3600	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
8	677	0	263	0	349	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
9	489	0	146	0	15	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
10	529	0	114	0	0	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
11	1727	0	672	0	1700	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
12	1315	0	383	0	330	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
13	340	0	159	0	53	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
14	1658	0	593	0	2650	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
15	55	0	20	0	51	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
16	2280	0	230	0	550	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
17	70	0	20	0	1	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
18	3741	0	1331	0	26	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
19	691	0	365	0	13	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
20	464	0	112	0	0	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
21	229	0	69	0	5	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
22	1068	0	288	0	93	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
23	394	0	116	0	77	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
24	232	0	78	0	110	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
25	484	0	142	0	174	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
26	964	0	294	0	24	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
27	455	0	132	0	6	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
28	953	0	356	0	14	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
29	706	0	223	0	9	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
30	1426	0	357	0	32	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
31	1796	0	491	0	56	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
32	1506	0	119	0	148	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
33	572	0	242	0	350	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
34	260	0	97	0	188	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
35	691	0	305	0	129	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
36	1079	0	582	0	900	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%	
Total	32693	0	9114	0	15470	0										
Perm Pop		78562														
	Category 1-2 Evacuation Zones								low occ %   med occ %   high occ %							
									QuickParam   35%   0%   95%							
	Category 3-5 Evacuation Zones															
	Inland Evacuation Zones (Mobile Homes Only)															

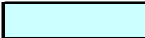
BRUNSWICK COUNTY SOCIOECONOMIC DATA NCDOT Hurricane Traffic Model 2030															
Evac Zone	Permanent Occupied Units	Change in Perm. Occupied Units	Mobile Home Units	Change in Mobile Home Units	Seasonal Tourist Units	Change in Tourist Units	People Per Permanent Unit	People Per Mobile Home Unit	People Per Tourist Unit	Vehicles Per Permanent Unit	Vehicles Per Mobile Home Unit	Vehicles Per Tourist Unit	Low Occupancy Tourist	Med Occupancy Tourist	High Occupancy Tourist
1	1258	0	541	0	465	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
2	199	0	6	0	952	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
3	421	0	0	0	1903	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
4	132	0	0	0	563	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
5	752	0	355	0	427	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
6	776	0	59	0	1745	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
7	5808	0	332	0	5710	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
8	1074	0	417	0	554	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
9	776	0	232	0	24	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
10	839	0	181	0	0	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
11	2740	0	1066	0	2697	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
12	2087	0	608	0	523	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
13	539	0	252	0	84	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
14	2630	0	941	0	4203	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
15	88	0	32	0	81	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
16	3616	0	365	0	872	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
17	112	0	32	0	2	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
18	5933	0	2111	0	41	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
19	1096	0	579	0	21	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
20	736	0	178	0	0	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
21	364	0	109	0	8	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
22	1694	0	457	0	148	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
23	625	0	184	0	122	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
24	368	0	124	0	174	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
25	767	0	225	0	276	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
26	1530	0	466	0	38	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
27	721	0	209	0	10	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
28	1512	0	565	0	22	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
29	1120	0	354	0	14	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
30	2262	0	566	0	51	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
31	2849	0	779	0	89	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
32	2389	0	189	0	235	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
33	907	0	384	0	555	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
34	412	0	154	0	298	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
35	1096	0	484	0	205	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
36	1712	0	923	0	1428	0	2.40	2.40	2.75	1.79	1.79	1.05	35%	0%	95%
Total	51941	0	14457	0	24538	0									
Perm Pop		124815													
	Category 1-2 Evacuation Zones									low occ %	med occ %	high occ %			
										QuickParam	35%	0%	95%		
	Category 3-5 Evacuation Zones														
	Inland Evacuation Zones (Mobile Homes Only)														


**Appendix B**  
**Behavioral Data from Study Area**

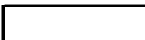


**NORTH COASTAL (Dare and Currituck Counties)**  
**BEHAVIORAL DATA**  
**NCDOT Hurricane Traffic Model 2004**

Participation Rates						
Evac Zone	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3-5 Part. Rate Perm. Units	Category 3-5 Part. Rate MH Units	Category 3-5 Part. Rate Tour. Units
Dare1	70%	70%	100%	100%	100%	100%
Dare2	70%	70%	100%	100%	100%	100%
Dare3	70%	70%	100%	100%	100%	100%
Dare4	70%	70%	100%	100%	100%	100%
Dare5	70%	70%	100%	100%	100%	100%
Dare6	70%	70%	100%	100%	100%	100%
Dare7	70%	70%	100%	100%	100%	100%
Dare8	70%	70%	100%	100%	100%	100%
Dare9	70%	70%	100%	100%	100%	100%
Curr10	70%	70%	100%	100%	100%	100%
Curr11	70%	70%	100%	100%	100%	100%
Curr12	70%	70%	100%	100%	100%	100%
Curr13	70%	70%	100%	100%	100%	100%
Curr14	70%	70%	100%	100%	100%	100%
Curr15	1%	70%	100%	100%	100%	100%
Curr16	1%	70%	100%	100%	100%	100%

 Category 1-2

 Category 3-5

 Inland Evacuation Zones

Participation rates		
QuickParam	Cat 1-2	Cat 3-5
perm units	70%	100%
mob h units	70%	100%
tour units	100%	100%
shadow area	1%	100%

Out of County Destination %		
QuickParam	Cat 1-2	Cat 3-5
perm res	70%	85%
tour units	100%	100%

**NORTH COASTAL (Dare and Currituck Counties)**  
**BEHAVIORAL DATA**  
**NCDOT Hurricane Traffic Model 2004**

Evac Zone	Permanent Resident Destination Percentages							
	Category 1-2 Percent to Pub. Shelt.	Category 3-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3-5 Percent Out of County	Category 1-2 Percent to Local Res.	Category 3-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3-5 Percent to Hotel
Dare1	0%	0%	70%	85%	30%	15%	0%	0%
Dare2	0%	0%	70%	85%	30%	15%	0%	0%
Dare3	0%	0%	70%	85%	30%	15%	0%	0%
Dare4	0%	0%	70%	85%	30%	15%	0%	0%
Dare5	0%	0%	70%	85%	30%	15%	0%	0%
Dare6	0%	0%	70%	85%	30%	15%	0%	0%
Dare7	0%	0%	70%	85%	30%	15%	0%	0%
Dare8	0%	0%	70%	85%	30%	15%	0%	0%
Dare9	0%	0%	70%	85%	30%	15%	0%	0%
Curr10	5%	5%	70%	85%	25%	10%	0%	0%
Curr11	5%	5%	70%	85%	25%	10%	0%	0%
Curr12	5%	5%	70%	85%	25%	10%	0%	0%
Curr13	5%	5%	70%	85%	25%	10%	0%	0%
Curr14	5%	5%	70%	85%	25%	10%	0%	0%
Curr15	5%	5%	70%	85%	25%	10%	0%	0%
Curr16	5%	5%	70%	85%	25%	10%	0%	0%



Category 1-2



Category 3-5



Inland Evacuation Zones (Mobile Homes Only)

**NORTH COASTAL (Dare and Currituck Counties)**  
**BEHAVIORAL DATA**  
**NCDOT Hurricane Traffic Model 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages			
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3-5 Percent Out of County
Dare1	80%	100%	0%	0%	100%	100%
Dare2	80%	100%	0%	0%	100%	100%
Dare3	80%	100%	0%	0%	100%	100%
Dare4	80%	100%	0%	0%	100%	100%
Dare5	80%	100%	0%	0%	100%	100%
Dare6	80%	100%	0%	0%	100%	100%
Dare7	80%	100%	0%	0%	100%	100%
Dare8	80%	100%	0%	0%	100%	100%
Dare9	80%	100%	0%	0%	100%	100%
Curr10	80%	100%	0%	0%	100%	100%
Curr11	80%	100%	0%	0%	100%	100%
Curr12	80%	100%	0%	0%	100%	100%
Curr13	80%	100%	0%	0%	100%	100%
Curr14	80%	100%	0%	0%	100%	100%
Curr15	70%	100%	0%	0%	100%	100%
Curr16	70%	100%	0%	0%	100%	100%



Category 1-2



Category 3-5



Inland Evacuation Zones (Mobile Homes Only)

**ALBEMARLE NORTH (Camden, Pasquotank, Perquimans and Chowan Counties)**  
**BEHAVIORAL DATA**  
**NCDOT Hurricane Traffic Model 2004**

Evac Zone	Participation Rates								
	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3 Part. Rate Perm. Units	Category 3 Part. Rate MH Units	Category 3 Part. Rate Tour. Units	Category 4-5 Part. Rate Perm. Units	Category 4-5 Part. Rate MH Units	Category 4-5 Part. Rate Tour. Units
Camd1	50%	50%	50%	90%	75%	100%	100%	100%	100%
Camd2	50%	50%	50%	90%	75%	100%	100%	100%	100%
Camd3	50%	50%	50%	90%	75%	100%	100%	100%	100%
Camd4	1%	50%	50%	90%	75%	100%	100%	100%	100%
Camd5	1%	50%	50%	3%	75%	100%	100%	100%	100%
Camd6	1%	50%	50%	3%	75%	100%	5%	100%	100%
Pasq7	50%	50%	50%	90%	75%	100%	100%	100%	100%
Pasq8	50%	50%	50%	90%	75%	100%	100%	100%	100%
Pasq9	50%	50%	50%	90%	75%	100%	100%	100%	100%
Pasq10	1%	50%	50%	90%	75%	100%	100%	100%	100%
Pasq11	1%	50%	50%	90%	75%	100%	100%	100%	100%
Pasq12	1%	50%	50%	90%	75%	100%	100%	100%	100%
Pasq13	1%	50%	50%	3%	75%	100%	100%	100%	100%
Pasq14	1%	50%	50%	3%	75%	100%	100%	100%	100%
Pasq15	1%	50%	50%	3%	75%	100%	5%	100%	100%
Pasq16	1%	50%	50%	3%	75%	100%	5%	100%	100%
Perq17	50%	50%	50%	90%	75%	100%	100%	100%	100%
Perq18	1%	50%	50%	90%	75%	100%	100%	100%	100%
Perq19	1%	50%	50%	90%	75%	100%	100%	100%	100%
Perq20	1%	50%	50%	3%	75%	100%	100%	100%	100%
Perq21	1%	50%	50%	3%	75%	100%	100%	100%	100%
Perq22	1%	50%	50%	3%	75%	100%	100%	100%	100%
Perq23	1%	50%	50%	3%	75%	100%	100%	100%	100%
Perq24	1%	50%	50%	3%	75%	100%	5%	100%	100%
Perq25	1%	50%	50%	3%	75%	100%	5%	100%	100%
Perq26	1%	50%	50%	3%	75%	100%	5%	100%	100%
Chowan27	50%	50%	50%	90%	75%	100%	100%	100%	100%
Chowan28	50%	50%	50%	90%	75%	100%	100%	100%	100%
Chowan29	50%	50%	50%	90%	75%	100%	100%	100%	100%
Chowan30	1%	50%	50%	3%	75%	100%	100%	100%	100%
Chowan31	1%	50%	50%	3%	75%	100%	100%	100%	100%
Chowan32	1%	50%	50%	3%	75%	100%	100%	100%	100%
Chowan33	1%	50%	50%	3%	75%	100%	100%	100%	100%
Chowan34	1%	50%	50%	3%	75%	100%	100%	100%	100%
Chowan35	1%	50%	50%	3%	75%	100%	5%	100%	100%
Chowan36	1%	50%	50%	3%	75%	100%	5%	100%	100%
Chowan37	1%	50%	50%	3%	75%	100%	5%	100%	100%
Chowan38	1%	50%	50%	3%	75%	100%	5%	100%	100%

	Category 1-2 Evacuation Zones
	Category 3 Evacuation Zones
	Category 4-5 Evacuation Zones
	Inland Evacuation Zones (Mobile Homes Only)

	Participation rates		
	Cat 1-2	Cat 3	Cat 4-5
QuickParam			
perm units	50%	90%	100%
mob h units	50%	75%	100%
tour units	50%	100%	100%
shadow area	1%	3%	5%

	Out of County Destination %		
	Cat 1-2	Cat 3	Cat 4-5
QuickParam			
perm res	25%	35%	45%
tour units	99%	99%	99%

ALBEMARLE NORTH (Camden, Pasquotank, Perquimans and Chowan Counties)  
 BEHAVIORAL DATA  
 NCDOT Hurricane Traffic Model 2004

Evac Zone	Permanent Resident Destination Percentages											
	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County	Category 1-2 Percent to Local Res.	Category 3 Percent to Local Res.	Category 4-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3 Percent to Hotel	Category 4-5 Percent to Hotel
Camd1	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Camd2	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Camd3	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Camd4	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Camd5	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Camd6	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Pasq7	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Pasq8	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Pasq9	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Pasq10	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Pasq11	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Pasq12	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Pasq13	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Pasq14	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Pasq15	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Pasq16	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Perq17	5%	5%	5%	25%	35%	45%	65%	38%	45%	5%	5%	5%
Perq18	15%	15%	15%	25%	35%	40%	60%	38%	45%	0%	0%	0%
Perq19	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Perq20	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Perq21	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Perq22	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Perq23	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Perq24	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Perq25	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Perq26	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Chowan27	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Chowan28	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Chowan29	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Chowan30	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Chowan31	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Chowan32	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Chowan33	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Chowan34	15%	15%	15%	25%	35%	40%	60%	50%	45%	0%	0%	0%
Chowan35	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Chowan36	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Chowan37	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%
Chowan38	25%	25%	25%	25%	35%	30%	50%	40%	45%	0%	0%	0%

	Category 1-2 Evacuation Zones
	Category 3 Evacuation Zones
	Category 4-5 Evacuation Zones
	Inland Evacuation Zones (Mobile Homes Only)

**ALBEMARLE NORTH (Camden, Pasquotank, Perquimans and Chowan Counties)**  
**BEHAVIORAL DATA**  
**NCDOT Hurricane Traffic Model 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages					
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County
Camd1	80%	100%	1%	1%	1%	99%	99%	99%
Camd2	80%	100%	1%	1%	1%	99%	99%	99%
Camd3	80%	100%	1%	1%	1%	99%	99%	99%
Camd4	70%	100%	1%	1%	1%	99%	99%	99%
Camd5	70%	100%	1%	1%	1%	99%	99%	99%
Camd6	70%	100%	1%	1%	1%	99%	99%	99%
Pasq7	80%	100%	1%	1%	1%	99%	99%	99%
Pasq8	80%	100%	1%	1%	1%	99%	99%	99%
Pasq9	80%	100%	1%	1%	1%	99%	99%	99%
Pasq10	70%	100%	1%	1%	1%	99%	99%	99%
Pasq11	70%	100%	1%	1%	1%	99%	99%	99%
Pasq12	70%	100%	1%	1%	1%	99%	99%	99%
Pasq13	70%	100%	1%	1%	1%	99%	99%	99%
Pasq14	70%	100%	1%	1%	1%	99%	99%	99%
Pasq15	70%	100%	1%	1%	1%	99%	99%	99%
Pasq16	70%	100%	1%	1%	1%	99%	99%	99%
Perq17	80%	100%	1%	1%	1%	99%	99%	99%
Perq18	70%	100%	1%	1%	1%	99%	99%	99%
Perq19	70%	100%	1%	1%	1%	99%	99%	99%
Perq20	70%	100%	1%	1%	1%	99%	99%	99%
Perq21	70%	100%	1%	1%	1%	99%	99%	99%
Perq22	70%	100%	1%	1%	1%	99%	99%	99%
Perq23	70%	100%	1%	1%	1%	99%	99%	99%
Perq24	70%	100%	1%	1%	1%	99%	99%	99%
Perq25	70%	100%	1%	1%	1%	99%	99%	99%
Perq26	70%	100%	1%	1%	1%	99%	99%	99%
Chowan27	80%	100%	1%	1%	1%	99%	99%	99%
Chowan28	80%	100%	1%	1%	1%	99%	99%	99%
Chowan29	80%	100%	1%	1%	1%	99%	99%	99%
Chowan30	70%	100%	1%	1%	1%	99%	99%	99%
Chowan31	70%	100%	1%	1%	1%	99%	99%	99%
Chowan32	70%	100%	1%	1%	1%	99%	99%	99%
Chowan33	70%	100%	1%	1%	1%	99%	99%	99%
Chowan34	70%	100%	1%	1%	1%	99%	99%	99%
Chowan35	70%	100%	1%	1%	1%	99%	99%	99%
Chowan36	70%	100%	1%	1%	1%	99%	99%	99%
Chowan37	70%	100%	1%	1%	1%	99%	99%	99%
Chowan38	70%	100%	1%	1%	1%	99%	99%	99%

	Category 1-2 Evacuation Zones
	Category 3 Evacuation Zones
	Category 4-5 Evacuation Zones
	Inland Evacuation Zones (Mobile Homes Only)

ALBEMARLE SOUTH (Washington and Tyrrell Counties)  
 BEHAVIORAL DATA  
 NCDOT Hurricane Traffic Model 2004

Evac Zone	Participation Rates								
	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3 Part. Rate Perm. Units	Category 3 Part. Rate MH Units	Category 3 Part. Rate Tour. Units	Category 4-5 Part. Rate Perm. Units	Category 4-5 Part. Rate MH Units	Category 4-5 Part. Rate Tour. Units
Tyrrell1	100%	70%	100%	100%	100%	100%	100%	100%	100%
Tyrrell2	100%	70%	100%	100%	100%	100%	100%	100%	100%
Tyrrell3	100%	70%	100%	100%	100%	100%	100%	100%	100%
Wash4	100%	70%	100%	100%	100%	100%	100%	100%	100%
Wash5	100%	70%	100%	100%	100%	100%	100%	100%	100%
Wash6	100%	70%	100%	100%	100%	100%	100%	100%	100%
Wash7	100%	70%	100%	100%	100%	100%	100%	100%	100%
Wash8	2%	70%	100%	100%	100%	100%	100%	100%	100%
Wash9	2%	70%	100%	5%	100%	100%	100%	100%	100%
Wash10	2%	70%	100%	5%	100%	100%	100%	100%	100%
Wash11	2%	70%	100%	5%	100%	100%	100%	100%	100%
Wash12	2%	70%	100%	5%	100%	100%	100%	100%	100%
Wash13	2%	70%	100%	5%	100%	100%	12%	100%	100%

 Category 1-2 Evacuation Zones

 Category 3 Evacuation Zones

 Category 4-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

Participation rates			
QuickParam	Cat 1-2	Cat 3	Cat 4-5
perm units	100%	100%	100%
mob h units	70%	100%	100%
tour units	100%	100%	100%
shadow area	2%	5%	12%

Out of County Destination %			
QuickParam	Cat 1-2	Cat 3	Cat 4-5
perm res	25%	35%	45%
tour units	99%	99%	99%



ALBEMARLE SOUTH (Washington and Tyrrell Counties)

BEHAVIORAL DATA

NCDOT Hurricane Traffic Model 2004

Evac Zone	Permanent Resident Destination Percentages											
	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County	Category 1-2 Percent to Local Res.	Category 3 Percent to Local Res.	Category 4-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3 Percent to Hotel	Category 4-5 Percent to Hotel
Tyrrell1	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Tyrrell2	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Tyrrell3	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Wash4	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Wash5	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Wash6	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Wash7	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Wash8	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Wash9	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Wash10	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Wash11	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Wash12	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Wash13	25%	25%	25%	25%	35%	45%	50%	40%	30%	0%	0%	0%

 Category 1-2 Evacuation Zones

 Category 3 Evacuation Zones

 Category 4-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

**ALBEMARLE SOUTH (Washington and Tyrrell Counties)**

**BEHAVIORAL DATA**

**NCDOT Hurricane Traffic Model 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages					
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County
Tyrrell1	80%	100%	1%	1%	1%	99%	99%	99%
Tyrrell2	80%	100%	1%	1%	1%	99%	99%	99%
Tyrrell3	80%	100%	1%	1%	1%	99%	99%	99%
Wash4	80%	100%	1%	1%	1%	99%	99%	99%
Wash5	80%	100%	1%	1%	1%	99%	99%	99%
Wash6	80%	100%	1%	1%	1%	99%	99%	99%
Wash7	80%	100%	1%	1%	1%	99%	99%	99%
Wash8	70%	100%	1%	1%	1%	99%	99%	99%
Wash9	70%	100%	1%	1%	1%	99%	99%	99%
Wash10	70%	100%	1%	1%	1%	99%	99%	99%
Wash11	70%	100%	1%	1%	1%	99%	99%	99%
Wash12	70%	100%	1%	1%	1%	99%	99%	99%
Wash13	70%	100%	1%	1%	1%	99%	99%	99%

 Category 1-2 Evacuation Zones

 Category 3 Evacuation Zones

 Category 4-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

ALBEMARLE INLAND (Bertie and Martin Counties)  
 BEHAVIORAL DATA  
 NCDOT Hurricane Traffic Model 2004

Participation Rates									
Evac Zone	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3 Part. Rate Perm. Units	Category 3 Part. Rate MH Units	Category 3 Part. Rate Tour. Units	Category 4-5 Part. Rate Perm. Units	Category 4-5 Part. Rate MH Units	Category 4-5 Part. Rate Tour. Units
Bertie1	100%	60%	100%	100%	100%	100%	100%	100%	100%
Bertie2	100%	60%	100%	100%	100%	100%	100%	100%	100%
Bertie3	100%	60%	100%	100%	100%	100%	100%	100%	100%
Bertie4	100%	60%	100%	100%	100%	100%	100%	100%	100%
Bertie5	2%	60%	100%	5%	100%	100%	12%	100%	100%
Martin6	2%	60%	100%	5%	100%	100%	12%	100%	100%

 Category 1-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

Participation rates			
QuickParam	Cat 1-2	Cat 3	Cat 4-5
perm units	100%	100%	100%
mob h units	60%	100%	100%
tour units	100%	100%	100%
shadow area	2%	5%	12%

Out of County Destination %			
QuickParam	Cat 1-2	Cat 3	Cat 4-5
perm res	25%	35%	45%
tour units	99%	99%	99%

ALBEMARLE INLAND (Bertie and Martin Counties)

BEHAVIORAL DATA

NCDOT Hurricane Traffic Model 2004

	Permanent Resident Destination Percentages										
Evac Zone	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County	Category 1-2 Percent to Local Res.	Category 3 Percent to Local Res.	Category 4-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3 Percent to Hotel
Bertie1	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%
Bertie2	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%
Bertie3	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%
Bertie4	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%
Bertie5	25%	25%	25%	25%	35%	45%	50%	40%	30%	0%	0%
Martin6	25%	25%	25%	25%	35%	45%	50%	40%	30%	0%	0%

 Category 1-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

**ALBEMARLE INLAND (Bertie and Martin Counties)**

**BEHAVIORAL DATA**

**NCDOT Hurricane Traffic Model 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages					
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County
<b>Bertie1</b>	80%	100%	1%	1%	1%	99%	99%	99%
<b>Bertie2</b>	80%	100%	1%	1%	1%	99%	99%	99%
<b>Bertie3</b>	80%	100%	1%	1%	1%	99%	99%	99%
<b>Bertie4</b>	80%	100%	1%	1%	1%	99%	99%	99%
<b>Bertie5</b>	70%	100%	1%	1%	1%	99%	99%	99%
<b>Martin6</b>	70%	100%	1%	1%	1%	99%	99%	99%

 Category 1-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

**PAMLICO NORTH (Hyde and Beaufort Counties)  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004**

Participation Rates									
Evac Zone	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3 Part. Rate Perm. Units	Category 3 Part. Rate MH Units	Category 3 Part. Rate Tour. Units	Category 4-5 Part. Rate Perm. Units	Category 4-5 Part. Rate MH Units	Category 4-5 Part. Rate Tour. Units
Hyde1	100%	50%	50%	100%	90%	100%	100%	100%	100%
Hyde2	100%	50%	50%	100%	90%	100%	100%	100%	100%
Hyde3	100%	50%	50%	100%	90%	100%	100%	100%	100%
Hyde4	100%	50%	50%	100%	90%	100%	100%	100%	100%
Hyde5	100%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort6	100%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort7	100%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort8	100%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort9	100%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort10	100%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort11	100%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort12	100%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort13	1%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort14	1%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort15	1%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort16	1%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort17	1%	50%	50%	100%	90%	100%	100%	100%	100%
Beaufort18	1%	50%	50%	5%	90%	100%	100%	100%	100%
Beaufort19	1%	50%	50%	5%	90%	100%	100%	100%	100%
Beaufort20	1%	50%	50%	5%	90%	100%	100%	100%	100%
Beaufort21	1%	50%	50%	5%	90%	100%	5%	100%	100%
Beaufort22	1%	50%	50%	5%	90%	100%	5%	100%	100%
Beaufort23	1%	50%	50%	5%	90%	100%	5%	100%	100%
Beaufort24	1%	50%	50%	5%	90%	100%	5%	100%	100%

 Category 1-2 Evacuation Zones

 Category 3 Evacuation Zones

 Category 4-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

Participation rates			
QuickParam	Cat 1-2	Cat 3	Cat 4-5
perm units	100%	100%	100%
mob h units	50%	90%	100%
tour units	50%	100%	100%
shadow area	1%	5%	5%

Out of County Destination %			
QuickParam	Cat 1-2	Cat 3	Cat 4-5
perm res	25%	35%	45%
tour units	99%	99%	99%

PAMLICO NORTH (Hyde and Beaufort Counties)  
 BEHAVIORAL DATA  
 NCDOT Hurricane Traffic Model 2004

Evac Zone	Permanent Resident Destination Percentages											
	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County	Category 1-2 Percent to Local Res.	Category 3 Percent to Local Res.	Category 4-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3 Percent to Hotel	Category 4-5 Percent to Hotel
Hyde1	5%	5%	5%	25%	35%	45%	65%	55%	45%	5%	5%	5%
Hyde2	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Hyde3	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Hyde4	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Hyde5	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Beaufort6	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Beaufort7	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Beaufort8	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Beaufort9	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Beaufort10	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Beaufort11	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Beaufort12	10%	10%	10%	25%	35%	45%	60%	50%	40%	5%	5%	5%
Beaufort13	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Beaufort14	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Beaufort15	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Beaufort16	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Beaufort17	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Beaufort18	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Beaufort19	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Beaufort20	15%	15%	15%	25%	35%	45%	60%	50%	40%	0%	0%	0%
Beaufort21	25%	25%	25%	25%	35%	45%	50%	40%	30%	0%	0%	0%
Beaufort22	25%	25%	25%	25%	35%	45%	50%	40%	30%	0%	0%	0%
Beaufort23	25%	25%	25%	25%	35%	45%	50%	40%	30%	0%	0%	0%
Beaufort24	25%	25%	25%	25%	35%	45%	50%	40%	30%	0%	0%	0%

 Category 1-2 Evacuation Zones

 Category 3 Evacuation Zones

 Category 4-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)



**PAMLICO NORTH (Hyde and Beaufort Counties)  
BEHAVIORAL DATA  
North Carolina Hurricane Evacuation Study 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages					
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County
Hyde1	80%	100%	1%	1%	1%	99%	99%	99%
Hyde2	80%	100%	1%	1%	1%	99%	99%	99%
Hyde3	80%	100%	1%	1%	1%	99%	99%	99%
Hyde4	80%	100%	1%	1%	1%	99%	99%	99%
Hyde5	80%	100%	1%	1%	1%	99%	99%	99%
Beaufort6	80%	100%	1%	1%	1%	99%	99%	99%
Beaufort7	80%	100%	1%	1%	1%	99%	99%	99%
Beaufort8	80%	100%	1%	1%	1%	99%	99%	99%
Beaufort9	80%	100%	1%	1%	1%	99%	99%	99%
Beaufort10	80%	100%	1%	1%	1%	99%	99%	99%
Beaufort11	80%	100%	1%	1%	1%	99%	99%	99%
Beaufort12	80%	100%	1%	1%	1%	99%	99%	99%
Beaufort13	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort14	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort15	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort16	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort17	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort18	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort19	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort20	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort21	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort22	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort23	70%	100%	1%	1%	1%	99%	99%	99%
Beaufort24	70%	100%	1%	1%	1%	99%	99%	99%

 Category 1-2 Evacuation Zones

 Category 3 Evacuation Zones

 Category 4-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

**PAMLICO SOUTH (Carteret, Pamlico, Craven and Jones Counties)  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004**

Evac Zone	Participation Rates								
	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3 Part. Rate Perm. Units	Category 3 Part. Rate MH Units	Category 3 Part. Rate Tour. Units	Category 4-5 Part. Rate Perm. Units	Category 4-5 Part. Rate MH Units	Category 4-5 Part. Rate Tour. Units
Carteret1	70%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret2	70%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret3	70%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret4	70%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret5	70%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret6	70%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret7	70%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret8	1%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret9	1%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret10	1%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret11	1%	50%	50%	100%	100%	100%	100%	100%	100%
Carteret12	1%	50%	50%	3%	100%	100%	100%	100%	100%
Carteret13	1%	50%	50%	3%	100%	100%	100%	100%	100%
Carteret14	1%	50%	50%	3%	100%	100%	100%	100%	100%
Carteret15	1%	50%	50%	3%	100%	100%	10%	100%	100%
Carteret16	1%	50%	50%	3%	100%	100%	10%	100%	100%
Carteret17	1%	50%	50%	3%	100%	100%	10%	100%	100%
Pamlico18	70%	50%	50%	100%	100%	100%	100%	100%	100%
Pamlico19	70%	50%	50%	100%	100%	100%	100%	100%	100%
Pamlico20	70%	50%	50%	100%	100%	100%	100%	100%	100%
Pamlico21	1%	50%	50%	100%	100%	100%	100%	100%	100%
Pamlico22	1%	50%	50%	3%	100%	100%	100%	100%	100%
Pamlico23	1%	50%	50%	3%	100%	100%	100%	100%	100%
Pamlico24	1%	50%	50%	3%	100%	100%	10%	100%	100%
Craven25	70%	50%	50%	100%	100%	100%	100%	100%	100%
Craven26	70%	50%	50%	100%	100%	100%	100%	100%	100%
Craven27	70%	50%	50%	100%	100%	100%	100%	100%	100%
Craven28	1%	50%	50%	100%	100%	100%	100%	100%	100%
Craven29	1%	50%	50%	100%	100%	100%	100%	100%	100%
Craven30	1%	50%	50%	3%	100%	100%	100%	100%	100%
Craven31	1%	50%	50%	3%	100%	100%	100%	100%	100%
Craven32	1%	50%	50%	3%	100%	100%	100%	100%	100%
Craven33	1%	50%	50%	3%	100%	100%	10%	100%	100%
Craven34	1%	50%	50%	3%	100%	100%	10%	100%	100%
Craven35	1%	50%	50%	3%	100%	100%	10%	100%	100%
Jones36	70%	50%	50%	100%	100%	100%	100%	100%	100%
Jones37	70%	50%	50%	100%	100%	100%	100%	100%	100%
Jones38	1%	50%	50%	3%	100%	100%	100%	100%	100%
Jones39	1%	50%	50%	3%	100%	100%	100%	100%	100%
Jones40	1%	50%	50%	3%	100%	100%	10%	100%	100%
Jones41	1%	50%	50%	3%	100%	100%	10%	100%	100%
Jones42	1%	50%	50%	3%	100%	100%	10%	100%	100%

	Category 1-2 Evacuation Zones
	Category 3 Evacuation Zones
	Category 4-5 Evacuation Zones
	Inland Evacuation Zones

QuickParam	Participation rates		
	Cat 1-2	Cat 3	Cat 4-5
perm units	70%	100%	100%
mob h units	50%	100%	100%
tour units	50%	100%	100%
shadow area	1%	3%	10%

QuickParam	Out of County Destination %		
	Cat 1-2	Cat 3	Cat 4-5
perm res	30%	40%	50%
tour units	100%	100%	100%

PAMLICO SOUTH (Carteret, Pamlico, Craven and Jones Counties)  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004

Evac Zone	Permanent Resident Destination Percentages											
	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County	Category 1-2 Percent to Local Res.	Category 3 Percent to Local Res.	Category 4-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3 Percent to Hotel	Category 4-5 Percent to Hotel
Carteret1	5%	5%	5%	30%	40%	50%	60%	50%	40%	5%	5%	5%
Carteret2	5%	5%	5%	30%	40%	50%	60%	50%	40%	5%	5%	5%
Carteret3	5%	5%	5%	30%	40%	50%	60%	50%	40%	5%	5%	5%
Carteret4	10%	10%	10%	30%	40%	50%	55%	45%	40%	5%	5%	5%
Carteret5	10%	10%	10%	30%	40%	50%	55%	45%	40%	5%	5%	5%
Carteret6	10%	10%	10%	30%	40%	50%	55%	45%	40%	5%	5%	5%
Carteret7	10%	10%	10%	30%	40%	50%	55%	45%	40%	5%	5%	5%
Carteret8	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Carteret9	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Carteret10	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Carteret11	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Carteret12	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Carteret13	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Carteret14	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Carteret15	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Carteret16	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Carteret17	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Pamlico18	10%	10%	10%	30%	40%	50%	60%	50%	45%	0%	0%	0%
Pamlico19	10%	10%	10%	30%	40%	50%	60%	50%	45%	0%	0%	0%
Pamlico20	10%	10%	10%	30%	40%	50%	60%	50%	45%	0%	0%	0%
Pamlico21	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Pamlico22	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Pamlico23	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Pamlico24	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Craven25	10%	10%	10%	30%	40%	50%	60%	50%	45%	0%	0%	0%
Craven26	10%	10%	10%	30%	40%	50%	60%	50%	45%	0%	0%	0%
Craven27	10%	10%	10%	30%	40%	50%	60%	50%	45%	0%	0%	0%
Craven28	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Craven29	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Craven30	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Craven31	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Craven32	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Craven33	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Craven34	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Craven35	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Jones36	10%	10%	10%	30%	40%	50%	60%	50%	45%	0%	0%	0%
Jones37	10%	10%	10%	30%	40%	50%	60%	50%	45%	0%	0%	0%
Jones38	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Jones39	15%	15%	15%	30%	40%	50%	55%	45%	45%	0%	0%	0%
Jones40	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Jones41	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%
Jones42	25%	25%	25%	30%	40%	50%	45%	35%	45%	0%	0%	0%

	Category 1-2 Evacuation Zones
	Category 3 Evacuation Zones
	Category 4-5 Evacuation Zones
	Inland Evacuation Zones

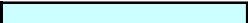


**PAMLICO SOUTH (Carteret, Pamlico, Craven and Jones Counties)  
BEHAVIORAL DATA  
North Carolina Hurricane Evacuation Study 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages					
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3 Percent Out of County	Category 4-5 Percent Out of County
Carteret1	80%	100%	0%	0%	0%	100%	100%	100%
Carteret2	80%	100%	0%	0%	0%	100%	100%	100%
Carteret3	80%	100%	0%	0%	0%	100%	100%	100%
Carteret4	80%	100%	0%	0%	0%	100%	100%	100%
Carteret5	80%	100%	0%	0%	0%	100%	100%	100%
Carteret6	80%	100%	0%	0%	0%	100%	100%	100%
Carteret7	80%	100%	0%	0%	0%	100%	100%	100%
Carteret8	70%	100%	0%	0%	0%	100%	100%	100%
Carteret9	70%	100%	0%	0%	0%	100%	100%	100%
Carteret10	70%	100%	0%	0%	0%	100%	100%	100%
Carteret11	70%	100%	0%	0%	0%	100%	100%	100%
Carteret12	70%	100%	0%	0%	0%	100%	100%	100%
Carteret13	70%	100%	0%	0%	0%	100%	100%	100%
Carteret14	70%	100%	0%	0%	0%	100%	100%	100%
Carteret15	70%	100%	0%	0%	0%	100%	100%	100%
Carteret16	70%	100%	0%	0%	0%	100%	100%	100%
Carteret17	70%	100%	0%	0%	0%	100%	100%	100%
Pamlico18	80%	100%	0%	0%	0%	100%	100%	100%
Pamlico19	80%	100%	0%	0%	0%	100%	100%	100%
Pamlico20	80%	100%	0%	0%	0%	100%	100%	100%
Pamlico21	70%	100%	0%	0%	0%	100%	100%	100%
Pamlico22	70%	100%	0%	0%	0%	100%	100%	100%
Pamlico23	70%	100%	0%	0%	0%	100%	100%	100%
Pamlico24	70%	100%	0%	0%	0%	100%	100%	100%
Craven25	80%	100%	0%	0%	0%	100%	100%	100%
Craven26	80%	100%	0%	0%	0%	100%	100%	100%
Craven27	80%	100%	0%	0%	0%	100%	100%	100%
Craven28	70%	100%	0%	0%	0%	100%	100%	100%
Craven29	70%	100%	0%	0%	0%	100%	100%	100%
Craven30	70%	100%	0%	0%	0%	100%	100%	100%
Craven31	70%	100%	0%	0%	0%	100%	100%	100%
Craven32	70%	100%	0%	0%	0%	100%	100%	100%
Craven33	70%	100%	0%	0%	0%	100%	100%	100%
Craven34	70%	100%	0%	0%	0%	100%	100%	100%
Craven35	70%	100%	0%	0%	0%	100%	100%	100%
Jones36	80%	100%	0%	0%	0%	100%	100%	100%
Jones37	80%	100%	0%	0%	0%	100%	100%	100%
Jones38	70%	100%	0%	0%	0%	100%	100%	100%
Jones39	70%	100%	0%	0%	0%	100%	100%	100%
Jones40	70%	100%	0%	0%	0%	100%	100%	100%
Jones41	70%	100%	0%	0%	0%	100%	100%	100%
Jones42	70%	100%	0%	0%	0%	100%	100%	100%

	Category 1-2 Evacuation Zones
	Category 3 Evacuation Zones
	Category 4-5 Evacuation Zones
	Inland Evacuation Zones

**ONslow COUNTY  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004**

Evac Zone	Participation Rates					
	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3-5 Part. Rate Perm. Units	Category 3-5 Part. Rate MH Units	Category 3-5 Part. Rate Tour. Units
1	100%	85%	50%	100%	100%	100%
2	100%	85%	50%	100%	100%	100%
3	100%	85%	50%	100%	100%	100%
4	100%	85%	50%	100%	100%	100%
5	100%	85%	50%	100%	100%	100%
6	100%	85%	50%	100%	100%	100%
7	100%	85%	50%	100%	100%	100%
8	100%	85%	50%	100%	100%	100%
9	2%	85%	50%	100%	100%	100%
10	2%	85%	50%	100%	100%	100%
11	2%	85%	50%	100%	100%	100%
12	2%	85%	50%	100%	100%	100%
13	2%	85%	50%	100%	100%	100%
14	2%	85%	50%	100%	100%	100%
15	2%	85%	50%	100%	100%	100%
16	2%	85%	50%	100%	100%	100%
17	2%	85%	50%	100%	100%	100%
18	2%	85%	50%	100%	100%	100%
19	2%	85%	50%	10%	100%	100%
20	2%	85%	50%	10%	100%	100%
21	2%	85%	50%	10%	100%	100%
22	2%	85%	50%	10%	100%	100%
23	2%	85%	50%	10%	100%	100%
24	2%	85%	50%	10%	100%	100%
25	2%	85%	50%	10%	100%	100%
26	2%	85%	50%	10%	100%	100%
27	2%	85%	50%	10%	100%	100%
28	2%	85%	50%	10%	100%	100%
29	2%	85%	50%	10%	100%	100%
30	2%	85%	50%	10%	100%	100%

	Category 1-2 Evacuation Zones
	Category 3-5 Evacuation Zones
	Inland Evacuation Zones (Mobile Homes Only)

Participation rates		
QuickParam	Cat 1-2	Cat 3-5
perm units	100%	100%
mob h units	85%	100%
tour units	50%	100%
shadow area	2%	10%

Out of County Destination %		
QuickParam	Cat 1-2	Cat 3-5
perm res	45%	55%
tour units	95%	95%

**ONSLOW COUNTY  
BEHAVIORAL DATA  
North Carolina Hurricane Evacuation Study 2004**

Evac Zone	Permanent Resident Destination Percentages							
	Category 1-2 Percent to Pub. Shelt.	Category 3-5 Percent to Pub. Shelt.	Category 1-2 Percent to Out of County	Category 3-5 Percent to Out of County	Category 1-2 Percent to Local Res.	Category 3-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3-5 Percent to Hotel
1	5%	5%	45%	55%	45%	35%	5%	5%
2	5%	5%	45%	55%	45%	35%	5%	5%
3	5%	5%	45%	55%	45%	35%	5%	5%
4	5%	5%	45%	55%	45%	35%	5%	5%
5	5%	5%	45%	55%	45%	35%	5%	5%
6	5%	5%	45%	55%	45%	35%	5%	5%
7	5%	5%	45%	55%	45%	35%	5%	5%
8	5%	5%	45%	55%	45%	35%	5%	5%
9	10%	15%	45%	55%	45%	30%	0%	0%
10	10%	15%	45%	55%	45%	30%	0%	0%
11	10%	15%	45%	55%	45%	30%	0%	0%
12	10%	15%	45%	55%	45%	30%	0%	0%
13	10%	15%	45%	55%	45%	30%	0%	0%
14	10%	15%	45%	55%	45%	30%	0%	0%
15	10%	15%	45%	55%	45%	30%	0%	0%
16	10%	15%	45%	55%	45%	30%	0%	0%
17	10%	15%	45%	55%	45%	30%	0%	0%
18	10%	15%	45%	55%	45%	30%	0%	0%
19	20%	25%	45%	55%	35%	20%	0%	0%
20	20%	25%	45%	55%	35%	20%	0%	0%
21	20%	25%	45%	55%	35%	20%	0%	0%
22	20%	25%	45%	55%	35%	20%	0%	0%
23	20%	25%	45%	55%	35%	20%	0%	0%
24	20%	25%	45%	55%	35%	20%	0%	0%
25	20%	25%	45%	55%	35%	20%	0%	0%
26	20%	25%	45%	55%	35%	20%	0%	0%
27	20%	25%	45%	55%	35%	20%	0%	0%
28	20%	25%	45%	55%	35%	20%	0%	0%
29	20%	25%	45%	55%	35%	20%	0%	0%
30	20%	25%	45%	55%	35%	20%	0%	0%

	Category 1-2 Evacuation Zones
	Category 3-5 Evacuation Zones
	Inland Evacuation Zones (Mobile Homes Only)

**ONSLOW COUNTY  
BEHAVIORAL DATA  
North Carolina Hurricane Evacuation Study 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages			
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3-5 Percent to Pub. Shelt.	Category 1-2 Percent to Out of County	Category 3-5 Percent to Out of County
1	75%	100%	5%	5%	95%	95%
2	75%	100%	5%	5%	95%	95%
3	75%	100%	5%	5%	95%	95%
4	75%	100%	5%	5%	95%	95%
5	75%	100%	5%	5%	95%	95%
6	75%	100%	5%	5%	95%	95%
7	75%	100%	5%	5%	95%	95%
8	75%	100%	5%	5%	95%	95%
9	65%	100%	5%	5%	95%	95%
10	65%	100%	5%	5%	95%	95%
11	65%	100%	5%	5%	95%	95%
12	65%	100%	5%	5%	95%	95%
13	65%	100%	5%	5%	95%	95%
14	65%	100%	5%	5%	95%	95%
15	65%	100%	5%	5%	95%	95%
16	65%	100%	5%	5%	95%	95%
17	65%	100%	5%	5%	95%	95%
18	65%	100%	5%	5%	95%	95%
19	65%	100%	5%	5%	95%	95%
20	65%	100%	5%	5%	95%	95%
21	65%	100%	5%	5%	95%	95%
22	65%	100%	5%	5%	95%	95%
23	65%	100%	5%	5%	95%	95%
24	65%	100%	5%	5%	95%	95%
25	65%	100%	5%	5%	95%	95%
26	65%	100%	5%	5%	95%	95%
27	65%	100%	5%	5%	95%	95%
28	65%	100%	5%	5%	95%	95%
29	65%	100%	5%	5%	95%	95%
30	65%	100%	5%	5%	95%	95%

Category 1-2 Evacuation Zones

Category 3-5 Evacuation Zones

Inland Evacuation Zones (Mobile Homes Only)



**PENDER COUNTY  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004**

Participation Rates						
Evac Zone	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3-5 Part. Rate Perm. Units	Category 3-5 Part. Rate MH Units	Category 3-5 Part. Rate Tour. Units
1	100%	85%	50%	100%	100%	100%
2	100%	85%	50%	100%	100%	100%
3	100%	85%	50%	100%	100%	100%
4	100%	85%	50%	100%	100%	100%
5	100%	85%	50%	100%	100%	100%
6	100%	85%	50%	100%	100%	100%
7	100%	85%	50%	100%	100%	100%
8	100%	85%	50%	100%	100%	100%
9	2%	85%	50%	100%	100%	100%
10	2%	85%	50%	100%	100%	100%
11	2%	85%	50%	100%	100%	100%
12	2%	85%	50%	100%	100%	100%
13	2%	85%	50%	5%	100%	100%
14	2%	85%	50%	5%	100%	100%
15	2%	85%	50%	5%	100%	100%
16	2%	85%	50%	5%	100%	100%
17	2%	85%	50%	5%	100%	100%
18	2%	85%	50%	5%	100%	100%
19	2%	85%	50%	5%	100%	100%
20	2%	85%	50%	5%	100%	100%
21	2%	85%	50%	5%	100%	100%
22	2%	85%	50%	5%	100%	100%
23	2%	85%	50%	5%	100%	100%

	Category 1-2 Evacuation Zones
	Category 3-5 Evacuation Zones
	Inland Evacuation Zones (Mobile Homes Only)

Participation rates		
QuickParam	Cat 1-2	Cat 3-5
perm units	100%	100%
mob h units	85%	100%
tour units	50%	100%
shadow area	2%	5%

Out of County Destination %		
QuickParam	Cat 1-2	Cat 3-5
perm res	45%	55%
tour units	95%	95%

PENDER COUNTY  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004

Evac Zone	Permanent Resident Destination Percentages							
	Category 1-2 Percent to Pub. Shelt.	Category 3-5 Percent to Pub. Shelt.	Category 1-2 Percent to Out of County	Category 3-5 Percent to Out of County	Category 1-2 Percent to Local Res.	Category 3-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3-5 Percent to Hotel
1	5%	5%	45%	55%	45%	35%	5%	5%
2	5%	5%	45%	55%	45%	35%	5%	5%
3	10%	10%	45%	55%	40%	30%	5%	5%
4	10%	10%	45%	55%	40%	30%	5%	5%
5	10%	10%	45%	55%	40%	30%	5%	5%
6	10%	10%	45%	55%	40%	30%	5%	5%
7	10%	10%	45%	55%	40%	30%	5%	5%
8	10%	10%	45%	55%	40%	30%	5%	5%
9	10%	15%	45%	55%	45%	30%	0%	0%
10	10%	15%	45%	55%	45%	30%	0%	0%
11	10%	15%	45%	55%	45%	30%	0%	0%
12	10%	15%	45%	55%	45%	30%	0%	0%
13	20%	25%	45%	55%	35%	20%	0%	0%
14	20%	25%	45%	55%	35%	20%	0%	0%
15	20%	25%	45%	55%	35%	20%	0%	0%
16	20%	25%	45%	55%	35%	20%	0%	0%
17	20%	25%	45%	55%	35%	20%	0%	0%
18	20%	25%	45%	55%	35%	20%	0%	0%
19	20%	25%	45%	55%	35%	20%	0%	0%
20	20%	25%	45%	55%	35%	20%	0%	0%
21	20%	25%	45%	55%	35%	20%	0%	0%
22	20%	25%	45%	55%	35%	20%	0%	0%
23	20%	25%	45%	55%	35%	20%	0%	0%

 Category 1-2 Evacuation Zones

 Category 3-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

**PENDER COUNTY  
BEHAVIORAL DATA  
North Carolina Hurricane Evacuation Study 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages			
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3-5 Percent to Pub. Shelt.	Category 1-2 Percent to Out of County	Category 3-5 Percent to Out of County
1	75%	100%	5%	5%	95%	95%
2	75%	100%	5%	5%	95%	95%
3	65%	100%	5%	5%	95%	95%
4	65%	100%	5%	5%	95%	95%
5	65%	100%	5%	5%	95%	95%
6	65%	100%	5%	5%	95%	95%
7	65%	100%	5%	5%	95%	95%
8	65%	100%	5%	5%	95%	95%
9	65%	100%	5%	5%	95%	95%
10	65%	100%	5%	5%	95%	95%
11	65%	100%	5%	5%	95%	95%
12	65%	100%	5%	5%	95%	95%
13	65%	100%	5%	5%	95%	95%
14	65%	100%	5%	5%	95%	95%
15	65%	100%	5%	5%	95%	95%
16	65%	100%	5%	5%	95%	95%
17	65%	100%	5%	5%	95%	95%
18	65%	100%	5%	5%	95%	95%
19	65%	100%	5%	5%	95%	95%
20	65%	100%	5%	5%	95%	95%
21	65%	100%	5%	5%	95%	95%
22	65%	100%	5%	5%	95%	95%
23	65%	100%	5%	5%	95%	95%

 Category 1-2 Evacuation Zones

 Category 3-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

**NEW HANOVER COUNTY  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004**

Participation Rates						
Evac Zone	Category 1-3 Part. Rate Perm. Units	Category 1-3 Part. Rate MH Units	Category 1-3 Part. Rate Tour. Units	Category 4-5 Part. Rate Perm. Units	Category 4-5 Part. Rate MH Units	Category 4-5 Part. Rate Tour. Units
1	100%	85%	50%	100%	100%	100%
2	100%	85%	50%	100%	100%	100%
3	100%	85%	50%	100%	100%	100%
4	100%	85%	50%	100%	100%	100%
5	100%	85%	50%	100%	100%	100%
6	100%	85%	50%	100%	100%	100%
7	100%	85%	50%	100%	100%	100%
8	100%	85%	50%	100%	100%	100%
9	100%	85%	50%	100%	100%	100%
10	100%	85%	50%	100%	100%	100%
11	2%	85%	50%	100%	100%	100%
12	2%	85%	50%	100%	100%	100%
13	2%	85%	50%	100%	100%	100%
14	2%	85%	50%	10%	100%	100%
15	2%	85%	50%	10%	100%	100%
16	2%	85%	50%	10%	100%	100%
17	2%	85%	50%	10%	100%	100%
18	2%	85%	50%	10%	100%	100%
19	2%	85%	50%	10%	100%	100%
20	2%	85%	50%	10%	100%	100%
21	2%	85%	50%	10%	100%	100%
22	2%	85%	50%	10%	100%	100%
23	2%	85%	50%	10%	100%	100%
24	2%	85%	50%	10%	100%	100%
25	2%	85%	50%	10%	100%	100%
26	2%	85%	50%	10%	100%	100%
27	2%	85%	50%	10%	100%	100%
28	2%	85%	50%	10%	100%	100%
29	2%	85%	50%	10%	100%	100%

	Category 1-3 Evacuation Zones
	Category 4-5 Evacuation Zones
	Inland Evacuation Zones (MH Only)

Participation rates		
QuickParam	Cat 1-2	Cat 3-5
perm units	100%	100%
mob h units	85%	100%
tour units	50%	100%
shadow area	2%	10%

Out of County Destination %		
QuickParam	Cat 1-2	Cat 3-5
perm res	45%	55%
tour units	95%	95%

NEW HANOVER COUNTY  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004

Evac Zone	Permanent Resident Destination Percentages							
	Category 1-3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-3 Percent to Out of County	Category 4-5 Percent to Out of County	Category 1-3 Percent to Local Res.	Category 4-5 Percent to Local Res.	Category 1-3 Percent to Hotel	Category 4-5 Percent to Hotel
1	5%	5%	45%	55%	45%	35%	5%	5%
2	5%	5%	45%	55%	45%	35%	5%	5%
3	5%	5%	45%	55%	45%	35%	5%	5%
4	5%	5%	45%	55%	45%	35%	5%	5%
5	5%	5%	45%	55%	45%	35%	5%	5%
6	5%	5%	45%	55%	45%	35%	5%	5%
7	5%	5%	45%	55%	45%	35%	5%	5%
8	5%	5%	45%	55%	45%	35%	5%	5%
9	5%	5%	45%	55%	45%	35%	5%	5%
10	5%	5%	45%	55%	45%	35%	5%	5%
11	10%	15%	45%	55%	45%	30%	0%	0%
12	10%	15%	45%	55%	45%	30%	0%	0%
13	10%	15%	45%	55%	45%	30%	0%	0%
14	20%	25%	45%	55%	35%	20%	0%	0%
15	20%	25%	45%	55%	35%	20%	0%	0%
16	20%	25%	45%	55%	35%	20%	0%	0%
17	20%	25%	45%	55%	35%	20%	0%	0%
18	20%	25%	45%	55%	35%	20%	0%	0%
19	20%	25%	45%	55%	35%	20%	0%	0%
20	20%	25%	45%	55%	35%	20%	0%	0%
21	20%	25%	45%	55%	35%	20%	0%	0%
22	20%	25%	45%	55%	35%	20%	0%	0%
23	20%	25%	45%	55%	35%	20%	0%	0%
24	20%	25%	45%	55%	35%	20%	0%	0%
25	20%	25%	45%	55%	35%	20%	0%	0%
26	20%	25%	45%	55%	35%	20%	0%	0%
27	20%	25%	45%	55%	35%	20%	0%	0%
28	20%	25%	45%	55%	35%	20%	0%	0%
29	20%	25%	45%	55%	35%	20%	0%	0%

 Category 1-3 Evacuation Zones

 Category 4-5 Evacuation Zones

 Inland Evacuation Zones (MH Only)

**NEW HANOVER COUNTY  
BEHAVIORAL DATA**

**North Carolina Hurricane Evacuation Study 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages			
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-3 Percent to Pub. Shelt.	Category 4-5 Percent to Pub. Shelt.	Category 1-3 Percent to Out of County	Category 4-5 Percent to Out of County
1	75%	100%	5%	5%	95%	95%
2	75%	100%	5%	5%	95%	95%
3	75%	100%	5%	5%	95%	95%
4	75%	100%	5%	5%	95%	95%
5	75%	100%	5%	5%	95%	95%
6	75%	100%	5%	5%	95%	95%
7	75%	100%	5%	5%	95%	95%
8	75%	100%	5%	5%	95%	95%
9	75%	100%	5%	5%	95%	95%
10	75%	100%	5%	5%	95%	95%
11	65%	100%	5%	5%	95%	95%
12	65%	100%	5%	5%	95%	95%
13	65%	100%	5%	5%	95%	95%
14	65%	100%	5%	5%	95%	95%
15	65%	100%	5%	5%	95%	95%
16	65%	100%	5%	5%	95%	95%
17	65%	100%	5%	5%	95%	95%
18	65%	100%	5%	5%	95%	95%
19	65%	100%	5%	5%	95%	95%
20	65%	100%	5%	5%	95%	95%
21	65%	100%	5%	5%	95%	95%
22	65%	100%	5%	5%	95%	95%
23	65%	100%	5%	5%	95%	95%
24	65%	100%	5%	5%	95%	95%
25	65%	100%	5%	5%	95%	95%
26	65%	100%	5%	5%	95%	95%
27	65%	100%	5%	5%	95%	95%
28	65%	100%	5%	5%	95%	95%
29	65%	100%	5%	5%	95%	95%

 Category 1-3 Evacuation Zones

 Category 4-5 Evacuation Zones

 Inland Evacuation Zones (MH Only)

**BRUNSWICK COUNTY  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004**

Evac Zone	Participation Rates					
	Category 1-2 Part. Rate Perm. Units	Category 1-2 Part. Rate MH Units	Category 1-2 Part. Rate Tour. Units	Category 3-5 Part. Rate Perm. Units	Category 3-5 Part. Rate MH Units	Category 3-5 Part. Rate Tour. Units
1	100%	100%	50%	100%	100%	75%
2	100%	100%	50%	100%	100%	75%
3	100%	100%	50%	100%	100%	75%
4	100%	100%	50%	100%	100%	75%
5	100%	100%	50%	100%	100%	75%
6	100%	100%	50%	100%	100%	75%
7	100%	100%	50%	100%	100%	75%
8	100%	100%	50%	100%	100%	75%
9	100%	100%	50%	100%	100%	75%
10	100%	100%	50%	100%	100%	75%
11	2%	100%	50%	100%	100%	75%
12	2%	100%	50%	100%	100%	75%
13	2%	100%	50%	100%	100%	75%
14	2%	100%	50%	100%	100%	75%
15	2%	100%	50%	100%	100%	75%
16	2%	100%	50%	100%	100%	75%
17	2%	100%	50%	100%	100%	75%
18	2%	100%	50%	10%	100%	75%
19	2%	100%	50%	10%	100%	75%
20	2%	100%	50%	10%	100%	75%
21	2%	100%	50%	10%	100%	75%
22	2%	100%	50%	10%	100%	75%
23	2%	100%	50%	10%	100%	75%
24	2%	100%	50%	10%	100%	75%
25	2%	100%	50%	10%	100%	75%
26	2%	100%	50%	10%	100%	75%
27	2%	100%	50%	10%	100%	75%
28	2%	100%	50%	10%	100%	75%
29	2%	100%	50%	10%	100%	75%
30	2%	100%	50%	10%	100%	75%
31	2%	100%	50%	10%	100%	75%
32	2%	100%	50%	10%	100%	75%
33	2%	100%	50%	10%	100%	75%
34	2%	100%	50%	10%	100%	75%
35	2%	100%	50%	10%	100%	75%
36	2%	100%	50%	10%	100%	75%

 Category 1-2 Evacuation Zones

 Category 3-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)

Participation rates		
QuickParam	Cat 1-2	Cat 3-5
perm units	100%	100%
mob h units	100%	100%
tour units	50%	75%
shadow area	2%	10%

Out of County Destination %		
QuickParam	Cat 1-2	Cat 3-5
perm res	55%	65%
tour units	95%	95%

**BRUNSWICK COUNTY  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004**

Evac Zone	Permanent Resident Destination Percentages							
	Category 1-2 Percent to Pub. Shelt.	Category 3-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3-5 Percent Out of County	Category 1-2 Percent to Local Res.	Category 3-5 Percent to Local Res.	Category 1-2 Percent to Hotel	Category 3-5 Percent to Hotel
1	5%	5%	55%	65%	35%	25%	5%	5%
2	5%	5%	55%	65%	35%	25%	5%	5%
3	5%	5%	55%	65%	35%	25%	5%	5%
4	5%	5%	55%	65%	35%	25%	5%	5%
5	5%	5%	55%	65%	35%	25%	5%	5%
6	5%	5%	55%	65%	35%	25%	5%	5%
7	5%	5%	55%	65%	35%	25%	5%	5%
8	5%	5%	55%	65%	35%	25%	5%	5%
9	5%	5%	55%	65%	35%	25%	5%	5%
10	5%	5%	55%	65%	35%	25%	5%	5%
11	10%	15%	55%	65%	35%	20%	0%	0%
12	10%	15%	55%	65%	35%	20%	0%	0%
13	10%	15%	55%	65%	35%	20%	0%	0%
14	10%	15%	55%	65%	35%	20%	0%	0%
15	10%	15%	55%	65%	35%	20%	0%	0%
16	10%	15%	55%	65%	35%	20%	0%	0%
17	10%	15%	55%	65%	35%	20%	0%	0%
18	20%	25%	55%	65%	25%	10%	0%	0%
19	20%	25%	55%	65%	25%	10%	0%	0%
20	20%	25%	55%	65%	25%	10%	0%	0%
21	20%	25%	55%	65%	25%	10%	0%	0%
22	20%	25%	55%	65%	25%	10%	0%	0%
23	20%	25%	55%	65%	25%	10%	0%	0%
24	20%	25%	55%	65%	25%	10%	0%	0%
25	20%	25%	55%	65%	25%	10%	0%	0%
26	20%	25%	55%	65%	25%	10%	0%	0%
27	20%	25%	55%	65%	25%	10%	0%	0%
28	20%	25%	55%	65%	25%	10%	0%	0%
29	20%	25%	55%	65%	25%	10%	0%	0%
30	20%	25%	55%	65%	25%	10%	0%	0%
31	20%	25%	55%	65%	25%	10%	0%	0%
32	20%	25%	55%	65%	25%	10%	0%	0%
33	20%	25%	55%	65%	25%	10%	0%	0%
34	20%	25%	55%	65%	25%	10%	0%	0%
35	20%	25%	55%	65%	25%	10%	0%	0%
36	20%	25%	55%	65%	25%	10%	0%	0%

 Category 1-2 Evacuation Zones

 Category 3-5 Evacuation Zones

 Inland Evacuation Zones (Mobile Homes Only)



**BRUNSWICK COUNTY  
BEHAVIORAL DATA  
NCDOT Hurricane Traffic Model 2004**

Evac Zone	Vehicle Usage		Tourist Destination Percentages			
	Vehicle Usage % Perm. & MH	Vehicle Usage % Tourist	Category 1-2 Percent to Pub. Shelt.	Category 3-5 Percent to Pub. Shelt.	Category 1-2 Percent Out of County	Category 3-5 Percent Out of County
1	75%	100%	5%	5%	95%	95%
2	75%	100%	5%	5%	95%	95%
3	75%	100%	5%	5%	95%	95%
4	75%	100%	5%	5%	95%	95%
5	75%	100%	5%	5%	95%	95%
6	75%	100%	5%	5%	95%	95%
7	75%	100%	5%	5%	95%	95%
8	75%	100%	5%	5%	95%	95%
9	75%	100%	5%	5%	95%	95%
10	75%	100%	5%	5%	95%	95%
11	65%	100%	5%	5%	95%	95%
12	65%	100%	5%	5%	95%	95%
13	65%	100%	5%	5%	95%	95%
14	65%	100%	5%	5%	95%	95%
15	65%	100%	5%	5%	95%	95%
16	65%	100%	5%	5%	95%	95%
17	65%	100%	5%	5%	95%	95%
18	65%	100%	5%	5%	95%	95%
19	65%	100%	5%	5%	95%	95%
20	65%	100%	5%	5%	95%	95%
21	65%	100%	5%	5%	95%	95%
22	65%	100%	5%	5%	95%	95%
23	65%	100%	5%	5%	95%	95%
24	65%	100%	5%	5%	95%	95%
25	65%	100%	5%	5%	95%	95%
26	65%	100%	5%	5%	95%	95%
27	65%	100%	5%	5%	95%	95%
28	65%	100%	5%	5%	95%	95%
29	65%	100%	5%	5%	95%	95%
30	65%	100%	5%	5%	95%	95%
31	65%	100%	5%	5%	95%	95%
32	65%	100%	5%	5%	95%	95%
33	65%	100%	5%	5%	95%	95%
34	65%	100%	5%	5%	95%	95%
35	65%	100%	5%	5%	95%	95%
36	65%	100%	5%	5%	95%	95%

	Category 1-2 Evacuation Zones
	Category 3-5 Evacuation Zones
	Inland Evacuation Zones (Mobile Homes Only)

**Appendix C**  
**Evacuating People and Vehicle Statistics**  
**Sample from Study Area**

ALBEMARLE NORTH (Camden, Pasquotank, Perquimans and Chowan Counties)													
EVACUATION PEOPLE AND VEHICLE STATISTICS													
NCDOT Hurricane Traffic Model 2004													
Evacuating People							Local Public Shelter Demand (People)						
Evac Zone	Category 1-2 Evac Pop Low Occ	Category 1-2 Evac Pop High Occ	Category 3 Evac Pop Low Occ	Category 3 Evac Pop High Occ	Category 4-5 Evac Pop Low Occ	Category 4-5 Evac Pop High Occ	Category 1-2 PS Demand Low Occ	Category 1-2 PS Demand High Occ	Category 3 PS Demand Low Occ	Category 3 PS Demand High Occ	Category 4-5 PS Demand Low Occ	Category 4-5 PS Demand High Occ	
Camd1	754	767	1310	1337	1508	1535	37	38	65	65	75	75	
Camd2	189	193	329	336	379	386	9	9	16	16	19	19	
Camd3	189	193	329	336	379	386	9	9	16	16	19	19	
Camd4	273	293	1964	2004	2261	2301	39	40	291	292	336	336	
Camd5	273	293	442	482	2261	2301	39	40	63	63	336	336	
Camd6	91	97	147	160	199	212	22	22	35	35	48	48	
Pasq7	1115	1135	1887	1929	2229	2271	55	55	93	94	111	111	
Pasq8	1876	1881	3321	3330	3753	3762	94	94	166	166	187	188	
Pasq9	197	198	339	340	394	395	10	10	17	17	20	20	
Pasq10	173	212	5837	5915	6510	6588	23	23	869	870	970	971	
Pasq11	210	222	1090	1114	1275	1298	31	31	162	162	189	190	
Pasq12	279	294	1476	1507	1725	1755	41	41	219	219	256	257	
Pasq13	972	1332	1692	2412	10357	11077	116	120	195	202	1495	1502	
Pasq14	495	720	848	1298	3545	3995	56	58	90	95	495	500	
Pasq15	499	503	785	792	1069	1076	124	124	195	195	266	266	
Pasq16	465	470	733	744	998	1009	116	116	182	182	248	248	
Perq17	92	99	157	172	184	199	4	5	8	8	9	9	
Perq18	126	142	764	797	884	916	18	18	112	112	130	130	
Perq19	386	458	1309	1453	1557	1701	52	53	185	186	222	223	
Perq20	126	142	203	236	884	916	18	18	28	28	130	130	
Perq21	50	57	81	94	353	366	7	7	11	11	52	52	
Perq22	8	9	13	15	58	60	1	1	2	2	9	9	
Perq23	623	730	980	1194	2188	2402	85	86	129	132	311	313	
Perq24	242	271	389	446	518	576	57	57	89	90	122	122	
Perq25	276	308	442	507	589	654	64	65	101	102	138	139	
Perq26	559	664	889	1100	1159	1369	125	126	193	195	260	262	
Chowan27	42	42	73	75	83	85	2	2	4	4	4	4	
Chowan28	108	113	186	197	215	226	5	5	9	9	11	11	
Chowan29	33	35	56	59	66	69	2	2	3	3	3	3	
Chowan30	64	73	110	128	828	846	9	9	15	15	123	123	
Chowan31	129	147	220	256	1659	1695	18	18	30	30	246	246	
Chowan32	733	1048	1245	1875	4950	5580	84	87	135	142	691	697	
Chowan33	45	52	73	87	281	295	6	6	10	10	41	41	
Chowan34	26	30	41	50	132	141	3	4	5	5	19	19	
Chowan35	64	73	110	128	150	168	15	15	25	25	35	35	
Chowan36	451	500	700	799	920	1019	106	106	161	162	216	217	
Chowan37	733	809	1134	1287	1491	1644	172	173	262	264	351	353	
Chowan38	733	809	1134	1287	1491	1644	172	173	262	264	351	353	
Totals	13,699	15,414	32,838	36,278	59,482	62,918	1,846	1,866	4,453	4,488	8,544	8,577	
		Category 1-2 Evacuation Zones											
		Category 3 Evacuation Zones											
		Category 4-5 Evacuation Zones											
		Inland Evacuation Zones (Mobile Homes Only)											

ALBEMARLE NORTH (Camden, Pasquotank, Perquimans and Chowan Counties)													
EVACUATION PEOPLE AND VEHICLE STATISTICS													
North Carolina Hurricane Evacuation Study 2000													
Evac Zone	Evacuating Vehicles						Evac Vehicles to Public Shelter						
	Category 1-2 Evac Veh Low Occ	Category 1-2 Evac Veh High Occ	Category 3 Evac Veh Low Occ	Category 3 Evac Veh High Occ	Category 4-5 Evac Veh Low Occ	Category 4-5 Evac Veh High Occ	Pub Shelt Veh Category 1-2 Low Occ	Pub Shelt Veh Category 1-2 High Occ	Pub Shelt Veh Category 3 Low Occ	Pub Shelt Veh Category 3 High Occ	Pub Shelt Veh Category 4-5 Low Occ	Pub Shelt Veh Category 4-5 High Occ	
Camd1	485	490	842	852	970	980	24	24	42	42	48	48	
Camd2	122	123	211	214	244	246	6	6	11	11	12	12	
Camd3	122	123	211	214	244	246	6	6	11	11	12	12	
Camd4	152	159	1106	1120	1274	1288	22	22	165	165	190	190	
Camd5	152	159	245	259	1274	1288	22	22	36	36	190	190	
Camd6	51	53	82	86	111	116	12	12	20	20	27	27	
Pasq7	539	546	912	927	1078	1093	27	27	45	45	54	54	
Pasq8	910	912	1611	1614	1820	1823	45	45	80	81	91	91	
Pasq9	95	96	164	165	191	191	5	5	8	8	10	10	
Pasq10	72	85	2475	2502	2761	2788	10	10	369	369	412	412	
Pasq11	89	93	462	470	540	548	13	13	69	69	80	80	
Pasq12	118	123	626	636	731	742	17	17	93	93	109	109	
Pasq13	397	523	687	939	4366	4618	49	51	82	85	634	637	
Pasq14	201	279	340	498	1486	1643	24	24	38	40	210	212	
Pasq15	212	213	333	336	454	456	53	53	83	83	113	113	
Pasq16	197	199	311	315	423	427	49	49	77	77	105	105	
Perq17	51	54	87	92	102	107	2	3	4	4	5	5	
Perq18	61	67	376	387	435	446	9	9	55	56	64	64	
Perq19	185	210	636	686	759	809	26	26	91	92	110	110	
Perq20	61	67	98	109	435	446	9	9	14	14	64	64	
Perq21	24	27	39	44	174	178	3	3	6	6	26	26	
Perq22	4	4	6	7	28	29	1	1	1	1	4	4	
Perq23	299	337	467	542	1065	1140	42	42	64	65	154	154	
Perq24	117	128	187	208	252	272	28	28	44	44	60	60	
Perq25	134	145	213	236	286	309	32	32	50	50	68	69	
Perq26	268	304	422	496	556	629	62	62	95	96	129	129	
Chowan27	20	21	36	37	41	41	1	1	2	2	2	2	
Chowan28	52	54	91	94	105	109	3	3	4	4	5	5	
Chowan29	16	17	27	28	32	33	1	1	1	1	2	2	
Chowan30	27	30	46	53	355	362	4	4	6	7	53	53	
Chowan31	55	61	93	106	712	725	8	8	13	13	106	106	
Chowan32	301	411	506	727	2100	2321	36	37	58	60	297	299	
Chowan33	19	22	31	36	120	125	3	3	4	4	18	18	
Chowan34	11	12	17	20	56	60	1	2	2	2	8	8	
Chowan35	27	30	46	53	64	70	6	6	11	11	15	15	
Chowan36	192	209	297	331	391	426	45	46	69	70	93	93	
Chowan37	312	338	481	534	634	688	74	74	113	113	151	152	
Chowan38	312	338	481	534	634	688	74	74	113	113	151	152	
Totals	6,462	7,062	15,301	16,507	27,303	28,506	854	860	2,049	2,063	3,882	3,892	

ALBEMARLE NORTH (Camden, Pasquotank, Perquimans and Chowan Counties)													
EVACUATION PEOPLE AND VEHICLE STATISTICS													
North Carolina Hurricane Evacuation Study 2000													
Evac Vehicles to Friends and Relatives Homes							Evac Vehicles to Local Hotels and Motels						
Evac Zone	Friends/Rel Veh Category 1-2 Low Occ	Friends/Rel Veh Category 1-2 High Occ	Friends/Rel Veh Category 3 Low Occ	Friends/Rel Veh Category 3 High Occ	Friends/Rel Veh Category 4-5 Low Occ	Friends/Rel Veh Category 4-5 High Occ	Hotel Veh Category 1-2 Low Occ	Hotel Veh Category 1-2 High Occ	Hotel Veh Category 3 Low Occ	Hotel Veh Category 3 High Occ	Hotel Veh Category 4-5 Low Occ	Hotel Veh Category 4-5 High Occ	
Camd1	314	314	460	460	434	434	24	24	42	42	48	48	
Camd2	79	79	115	115	109	109	6	6	10	10	12	12	
Camd3	79	79	115	115	109	109	6	6	10	10	12	12	
Camd4	89	89	549	549	506	506	0	0	0	0	0	0	
Camd5	89	89	119	119	506	506	0	0	0	0	0	0	
Camd6	25	25	32	32	33	33	0	0	0	0	0	0	
Pasq7	348	348	497	497	481	481	27	27	45	45	53	53	
Pasq8	591	591	885	885	818	818	45	45	80	80	91	91	
Pasq9	62	62	90	90	86	86	5	5	8	8	10	10	
Pasq10	38	38	1230	1230	1098	1098	0	0	0	0	0	0	
Pasq11	52	52	229	229	214	214	0	0	0	0	0	0	
Pasq12	69	69	310	310	290	290	0	0	0	0	0	0	
Pasq13	194	194	270	270	1688	1688	0	0	0	0	0	0	
Pasq14	93	93	124	124	557	557	0	0	0	0	0	0	
Pasq15	105	105	133	133	136	136	0	0	0	0	0	0	
Pasq16	98	98	123	123	126	126	0	0	0	0	0	0	
Perq17	32	32	32	32	45	45	2	2	4	4	5	5	
Perq18	35	35	140	140	171	171	0	0	0	0	0	0	
Perq19	102	102	303	303	292	292	0	0	0	0	0	0	
Perq20	35	35	46	46	171	171	0	0	0	0	0	0	
Perq21	14	14	18	18	69	69	0	0	0	0	0	0	
Perq22	2	2	3	3	11	11	0	0	0	0	0	0	
Perq23	166	166	211	211	408	408	0	0	0	0	0	0	
Perq24	56	56	70	70	72	72	0	0	0	0	0	0	
Perq25	64	64	80	80	82	82	0	0	0	0	0	0	
Perq26	123	123	152	152	154	154	0	0	0	0	0	0	
Chowan27	13	13	20	20	18	18	1	1	2	2	2	2	
Chowan28	33	33	49	49	46	46	3	3	4	4	5	5	
Chowan29	10	10	15	15	14	14	1	1	1	1	2	2	
Chowan30	15	15	21	21	141	141	0	0	0	0	0	0	
Chowan31	31	31	43	43	282	282	0	0	0	0	0	0	
Chowan32	142	142	189	189	789	789	0	0	0	0	0	0	
Chowan33	11	11	14	14	47	47	0	0	0	0	0	0	
Chowan34	6	6	8	8	22	22	0	0	0	0	0	0	
Chowan35	13	13	17	17	18	18	0	0	0	0	0	0	
Chowan36	91	91	111	111	111	111	0	0	0	0	0	0	
Chowan37	148	148	180	180	181	181	0	0	0	0	0	0	
Chowan38	148	148	180	180	181	181	0	0	0	0	0	0	
Totals	3,615	3,615	7,183	7,183	10,516	10,516	120	120	206	206	240	240	

ALBEMARLE NORTH (Camden, Pasquotank, Perquimans and Chowan Counties)						
EVACUATION PEOPLE AND VEHICLE STATISTICS						
North Carolina Hurricane Evacuation Study 2000						
Evac Zone	Evac Vehicles to Out of County					
	Out of County Veh Category 1-2 Low Occ	Out of County Veh Category 1-2 High Occ	Out of County Veh Category 3 Low Occ	Out of County Veh Category 3 High Occ	Out of County Veh Category 4-5 Low Occ	Out of County Veh Category 4-5 High Occ
Camd1	123	128	298	308	440	449
Camd2	31	32	75	77	110	113
Camd3	31	32	75	77	110	113
Camd4	41	48	392	406	578	592
Camd5	41	48	91	105	578	592
Camd6	14	16	30	35	51	56
Pasq7	138	145	325	339	490	504
Pasq8	228	230	565	568	820	823
Pasq9	24	24	58	58	86	87
Pasq10	24	37	876	903	1251	1278
Pasq11	24	28	165	173	246	254
Pasq12	32	37	223	234	332	343
Pasq13	154	278	334	584	2044	2294
Pasq14	84	162	178	334	718	874
Pasq15	53	55	118	120	205	207
Pasq16	50	52	110	114	192	195
Perq17	14	16	32	37	48	53
Perq18	18	23	136	147	199	210
Perq19	57	82	241	291	357	407
Perq20	18	23	39	50	199	210
Perq21	7	9	15	20	80	84
Perq22	1	1	2	3	13	14
Perq23	91	128	191	266	503	577
Perq24	34	44	73	93	120	140
Perq25	38	50	83	106	136	158
Perq26	83	119	175	248	273	346
Chowan27	5	6	13	13	19	19
Chowan28	14	16	33	37	48	52
Chowan29	4	5	10	11	15	16
Chowan30	8	11	19	25	162	168
Chowan31	16	23	37	50	324	337
Chowan32	123	232	260	478	1015	1233
Chowan33	6	8	13	18	56	61
Chowan34	3	5	7	10	26	30
Chowan35	8	11	19	25	31	37
Chowan36	55	73	117	151	187	221
Chowan37	89	116	188	241	302	355
Chowan38	89	116	188	241	302	355
Totals	1,873	2,469	5,804	6,996	12,666	13,857

**Appendix D**  
**Out Route Assignments for Study Area**

# OUT ROUTE ASSIGNMENTS

NCDOT Hurricane Traffic Model 2004

	Percent of Out of County/Region Vehicles Exiting by Specific Route												
		NC 168	US 158	US 17	NC 32/37/45	US 64	US 17	US 264					
		NB	WB	Sunbury	NB	NB	WB	SB	WB	Total			
	North Carolina County(northern coast)												
North Coastal	Dare KDHills & n Curr OB	33%	10%	1%	0%	20%	35%	1%	100%				
	Dare NagsH & south	33%	5%	1%	0%	55%	1%	5%	100%				
	Currituck mainland	33%	15%	5%	0%	0%	47%	0%	100%				
Albemarle North	Camden	10%	15%	20%	0%	0%	55%	0%	100%				
	Pasquotank	0%	15%	30%	0%	0%	55%	0%	100%				
	Perquimans	0%	0%	0%	25%	0%	75%	0%	100%				
	Chowan	0%	0%	0%	25%	0%	75%	0%	100%				
Albemarle South	Tyrrell	0%	0%	0%	15%	80%	5%	0%	100%				
	Washington	0%	0%	0%	15%	80%	5%	0%	100%				
Albemarle Inland	Bertie	0%	0%	0%	10%	80%	10%	0%	100%				
	Martin	0%	0%	0%	10%	80%	10%	0%	100%				
	Percent of Out of County/Region Vehicles Exiting by Specific Route												
		US 264	US 17	US 70	NC 33	NC 58	US 17						
		WB	NB	WB	NB	WB	SB	Total					
	North Carolina County(central coast)												
Pamlico North	Hyde	95%	5%	0%	0%	0%	0%	100%					
	Beaufort	90%	5%	0%	5%	0%	0%	100%					
Pamlico South	Pamlico	0%	10%	90%	0%	0%	0%	100%					
	Carteret	0%	5%	75%	0%	20%	0%	100%					
	Craven	0%	10%	90%	0%	0%	0%	100%					
	Jones	0%	0%	70%	0%	30%	0%	100%					
	Percent of Out of County/Region Vehicles Exiting by Specific Route												
		US 17	US 258	NC 24	NC 53	I-40	US 421	US 74/76	NC 211	NC 130	NC 904/905	US17/SC9	
		NB	WB	WB	SB	WB	NB	WB	NB	WB	WB	SB/WB	Total
	North Carolina County(southeast coast)												
Southeast Coast	Onslow	15%	15%	65%	5%	0%	0%	0%	0%	0%	0%	0%	100%
	Pender	5%	5%	0%	0%	80%	10%	0%	0%	0%	0%	0%	100%
	New Hanover	3%	0%	0%	0%	70%	7%	20%	0%	0%	0%	0%	100%
	Brunswick	2%	0%	0%	0%	20%	3%	48%	10%	7%	5%	5%	100%



**Appendix E**  
**Evacuating Vehicles by Critical Roadway Segments**  
**For Study Area**  
**Year 2004 and Year 2030**

NORTH CAROLINA STUDY AREA  
EVACUATING VEHICLES BY CRITICAL ROADWAY SEGMENT  
NCDOT Hurricane Traffic Model 2004

Modeled/Critical	Base Year Evacuating Traffic						New Year/New Assumptions Evacuating Traffic						Change from Base Year Evacuating Traffic					
Roadway	Cat 1-2	Cat 1-2	Cat 3	Cat 3	Cat 4-5	Cat 4-5	Cat 1-2	Cat 1-2	Cat 3	Cat 3	Cat 4-5	Cat 4-5	Cat 1-2	Cat 1-2	Cat 3	Cat 3	Cat 4-5	Cat 4-5
Segment	low occ	high occ	low occ	high occ	low occ	high occ	low occ	high occ	low occ	high occ	low occ	high occ	low occ	high occ	low occ	high occ	low occ	high occ
NC 168 into Virginia	9606	20622	12506	23525	12597	23615	9606	20622	12506	23525	12597	23615	0	0	0	0	0	0
NC 12 through Southern Shores	4368	10218	4777	10627	4777	10627	4368	10218	4777	10627	4777	10627	0	0	0	0	0	0
US 158 wb bridge off Outer Banks	15042	33912	18002	36875	18002	36875	15042	33912	18002	36875	18002	36875	0	0	0	0	0	0
US 158 at Barco	15518	34755	18826	38066	18826	38066	15518	34755	18826	38066	18826	38066	0	0	0	0	0	0
US 158 at US 17 in Elizabeth City	5912	14133	6320	14541	6229	14451	5912	14133	6320	14541	6229	14451	0	0	0	0	0	0
US 158/US17 n of Elizabeth City	3555	7082	5876	9520	7738	11382	3555	7082	5876	9520	7738	11382	0	0	0	0	0	0
US 158 wb from US 17 through Sunbury	2775	5746	4093	7104	4744	7755	2775	5746	4093	7104	4744	7755	0	0	0	0	0	0
US 17 nb into Virginia	780	1336	1783	2416	2994	3627	780	1336	1783	2416	2994	3627	0	0	0	0	0	0
US 17 sb through Edenton	8314	16828	13191	22100	17470	26377	8314	16828	13191	22100	17470	26377	0	0	0	0	0	0
US 17 sb east of Windsor	8314	16828	13191	22100	17470	26377	8314	16828	13191	22100	17470	26377	0	0	0	0	0	0
US 17 sb at US 64 at Williamston	8515	17085	13581	22546	18042	27006	8515	17085	13581	22546	18042	27006	0	0	0	0	0	0
US 64 wb from Mann's Harbor through Columbia	8560	18621	10538	20599	10538	20599	8560	18621	10538	20599	10538	20599	0	0	0	0	0	0
US 64 wb from Columbia through Roper	8910	18992	11099	21181	11256	21337	8910	18992	11099	21181	11256	21337	0	0	0	0	0	0
US 64 wb through Plymouth to Williamston	9607	19914	12285	22594	13322	23631	9607	19914	12285	22594	13322	23631	0	0	0	0	0	0
US 64 wb from Williamston to Rocky Mount	15404	31449	21986	38369	26659	43041	15404	31449	21986	38369	26659	43041	0	0	0	0	0	0
US 64/US264 wb int at Zebulon	15630	30243	24735	40778	30456	46497	15630	30243	24735	40778	30456	46497	0	0	0	0	0	0
US 264 wb from Mann's Harbor through Belhaven	667	1434	827	1595	827	1595	667	1434	827	1595	827	1595	0	0	0	0	0	0
US 264 wb through Washington	4134	6354	8933	12604	11410	15080	4134	6354	8933	12604	11410	15080	0	0	0	0	0	0
US 264 wb at Greenville	4134	6354	8933	12604	11410	15080	4134	6354	8933	12604	11410	15080	0	0	0	0	0	0
NC 55 at US 17	2220	2656	4198	5070	4654	5525	2220	2656	4198	5070	4654	5525	0	0	0	0	0	0
US 70 wb from Morehead City through Havelock	5288	9643	12817	21530	17042	25754	5288	9643	12817	21530	17042	25754	0	0	0	0	0	0
US 70 wb from Havelock to New Bern	8486	13302	21569	31209	28921	38557	8486	13302	21569	31209	28921	38557	0	0	0	0	0	0
US 70 wb from New Bern to Kinston	9834	15217	24796	35572	33216	43984	9834	15217	24796	35572	33216	43984	0	0	0	0	0	0
NC 58 at US 17 at Maysville	2500	6500	3900	7000	4200	8000	2500	6500	3900	7000	4200	8000	0	0	0	0	0	0
Marine Blvd between Lejeune Blvd and NC 53	5350	5600	9800	10350	9800	10350	5350	5732	9800	10617	9800	10610	0	0	0	0	0	0
NC 210 between US 17 and I-40	3400	4100	4700	5500	4700	5500	3400	4309	4700	5921	4700	5907	0	0	0	0	0	0
Carolina Beach Rd at Monkey Junction	5766	6166	10696	11499	11043	11824	5766	6346	10696	11857	11043	12172	0	0	0	0	0	0
I-40 wb from Wilmington to NC 24 interchange	13267	15362	23061	25257	24174	27212	13575	16128	23369	26670	23135	28727	0	0	0	0	0	0
I-40 wb from NC 24 interchange to I-95	17815	20122	31391	34055	32504	36010	18123	21000	31699	35695	31465	37746	0	0	0	0	0	0
US 421 nb out of Pender	1538	1816	2637	2894	2789	3174	1584	1913	2683	3070	2633	3366	0	0	0	0	0	0
US 74/US 76 wb from Wilmington to Whitesville	7782	10673	12319	13304	14683	17812	8522	11446	13059	14559	12189	19375	0	0	0	0	0	0
US 74 wb from Whitesville to I-95	5837	8005	9239	9978	11012	13359	6391	8584	9794	10920	9142	14532	0	0	0	0	0	0
NC 133 and NC 211 intersection northwest of South	4000	6700	4000	6700	4000	6700	4385	7065	4385	7279	2701	7442	0	0	0	0	0	0
NC 87 and US17 intersection	3000	5500	4200	6900	4200	6900	3000	5500	4200	6900	4200	6900	0	0	0	0	0	0
US 17 sb into SC	596	882	885	958	1119	1416	673	955	962	1074	859	1564	0	0	0	0	0	0

NORTH CAROLINA STUDY AREA

EVACUATING VEHICLES BY CRITICAL ROADWAY SEGMENT

NCDOT Hurricane Traffic Model 2030

Modeled / Critical Roadway Segment	Base Year Evacuating Traffic						New Year/New Assumptions Evacuating Traffic						Change from Base Year Evacuating Traffic					
	Cat 1-2	Cat 1-2	Cat 3	Cat 3	Cat 4-5	Cat 4-5	Cat 1-2	Cat 1-2	Cat 3	Cat 3	Cat 4-5	Cat 4-5	Cat 1-2	Cat 1-2	Cat 3	Cat 3	Cat 4-5	Cat 4-5
	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ
NC 168 into Virginia	9,606	20,622	12,506	23,525	12,597	23,615	15,275	32,761	19,933	37,422	20,063	37,550	5,669	12,139	7,427	13,897	7,466	13,935
NC 12 through Southern Shores	4,368	10,218	4,777	10,627	4,777	10,627	7,035	16,480	7,687	17,133	7,687	17,133	2,667	6,262	2,910	6,506	2,910	6,506
US 158 wb bridge off Outer Banks	15,042	33,912	18,002	36,875	18,002	36,875	23,724	53,527	28,378	58,183	28,378	58,183	8,682	19,615	10,376	21,308	10,376	21,308
US 158 at Barco	15,518	34,755	18,826	38,066	18,826	38,066	24,519	54,934	29,753	60,171	29,753	60,171	9,001	20,179	10,927	22,105	10,927	22,105
US 158 at US 17 in Elizabeth City	5,912	14,133	6,320	14,541	6,229	14,451	9,243	22,174	9,820	22,749	9,691	22,621	3,331	8,041	3,500	8,208	3,462	8,170
US 158/US17 n of Elizabeth City	3,555	7,882	5,876	9,520	7,738	11,382	5,549	11,147	8,893	14,634	11,231	16,973	1,994	4,065	3,017	5,114	3,493	5,591
US 158 wb from US 17 through Sunbury	2,775	5,746	4,093	7,104	4,744	7,755	4,393	9,122	6,388	11,166	7,210	11,989	1,618	3,376	2,295	4,062	2,466	4,234
US 17 nb into Virginia	780	1,336	1,783	2,416	2,994	3,627	1,156	2,025	2,505	3,468	4,021	4,984	376	689	722	1,052	1,027	1,357
US 17 sb through Edenton	8,314	16,828	13,191	22,100	17,470	26,377	12,886	26,346	19,878	33,794	24,993	38,906	4,572	9,518	6,687	11,694	7,523	12,529
US 17 sb east of Windsor	8,314	16,828	13,191	22,100	17,470	26,377	12,886	26,346	19,878	33,794	24,993	38,906	4,572	9,518	6,687	11,694	7,523	12,529
US 17 sb at US 64 at Williamston	8,515	17,085	13,581	22,546	18,042	27,006	13,091	26,607	20,274	34,246	25,572	39,543	4,576	9,522	6,693	11,700	7,530	12,537
US 64 wb from Mann's Harbor through Columbia	8,560	18,621	10,538	20,599	10,538	20,599	13,457	29,286	16,560	32,389	16,560	32,389	4,897	10,665	6,022	11,790	6,022	11,790
US 64 wb from Columbia through Roper	8,910	18,992	11,099	21,181	11,256	21,337	13,864	29,717	17,211	33,066	17,394	33,247	4,954	10,725	6,112	11,885	6,138	11,910
US 64 wb through Plymouth to Williamston	9,607	19,914	12,285	22,594	13,322	23,631	14,561	30,639	18,397	34,479	19,460	35,541	4,954	10,725	6,112	11,885	6,138	11,910
US 64 wb from Williamston to Rocky Mount	15,404	31,449	21,986	38,369	26,659	43,841	23,504	48,659	32,871	58,416	38,277	63,821	8,100	17,210	10,884	20,047	11,618	20,780
US 64/US264 wb int at Zebulon	15,630	30,243	24,735	40,778	30,456	46,497	22,753	45,133	34,606	58,594	41,233	65,222	7,122	14,891	9,871	17,816	10,778	18,724
US 264 wb from Mann's Harbor through Belhaven	667	1,434	827	1,595	827	1,595	1,047	2,253	1,298	2,505	1,298	2,505	380	819	471	910	471	910
US 264 wb through Washington	4,134	6,354	8,933	12,604	11,410	15,080	4,937	7,757	10,387	14,826	13,264	17,706	803	1,403	1,454	2,222	1,854	2,626
US 264 wb at Greenville	4,134	6,354	8,933	12,604	11,410	15,080	4,937	7,757	10,387	14,826	13,264	17,706	803	1,403	1,454	2,222	1,854	2,626
NC 55 at US 17	2,220	2,656	4,198	5,070	4,654	5,525	2,371	2,887	4,558	5,586	5,121	6,149	151	231	360	516	467	624
US 70 wb from Morehead City through Havelock	5,288	9,643	12,817	21,530	17,042	25,754	6,088	11,105	14,761	24,791	19,625	29,658	800	1,462	1,944	3,261	2,583	3,904
US 70 wb from Havelock to New Bern	8,486	13,302	21,569	31,209	28,921	38,557	9,710	15,252	24,682	35,759	33,088	44,169	1,224	1,950	3,113	4,550	4,167	5,612
US 70 wb from New Bern to Kinston	9,834	15,217	24,796	35,572	33,216	43,984	11,291	17,504	28,476	40,889	38,135	50,550	1,457	2,287	3,680	5,317	4,918	6,566
NC 58 at US 17 at Maysville	2,500	6,500	3,900	7,000	4,200	8,000	2,659	6,840	4,243	7,704	4,589	8,751	159	340	343	704	389	751
Marine Blvd between Lejeune Blvd and NC 53	5,350	5,600	9,800	10,350	9,800	10,350	6,488	6,955	11,891	12,870	11,738	12,703	1,138	1,355	2,091	2,520	1,938	2,353
NC 210 between US 17 and I-40	3,400	4,100	4,700	5,500	4,700	5,500	5,923	7,321	8,886	11,078	8,707	10,858	2,523	3,221	4,186	5,578	4,007	5,358
Carolina Beach Rd at Monkey Junction	5,766	6,166	10,696	11,499	11,043	11,824	8,705	9,599	16,135	17,929	16,667	18,411	2,940	3,434	5,439	6,430	5,624	6,587
I-40 wb from Wilmington to NC 24 interchange	13,267	15,362	23,061	25,257	24,174	27,212	21,972	26,014	37,582	43,204	37,050	46,163	8,705	10,652	14,521	17,947	12,876	18,951
I-40 wb from NC 24 interchange to I-95	17,815	20,122	31,391	34,655	32,504	36,810	27,486	31,925	47,690	54,143	47,027	56,960	9,672	11,803	16,299	20,089	14,523	20,951
US 421 nb out of Pender	1,538	1,816	2,637	2,894	2,789	3,174	2,571	3,088	4,323	4,987	4,220	5,413	1,033	1,272	1,686	2,093	1,431	2,239
US 74/US 76 wb from Wilmington to Whitesville	7,782	10,673	12,319	13,304	14,683	17,812	13,514	17,829	20,355	23,066	18,679	30,081	5,732	7,156	8,036	9,762	3,996	12,269
US 74 wb from Whitesville to I-95	5,837	8,065	9,239	9,978	11,812	13,359	10,135	13,372	15,267	17,300	14,009	22,561	4,299	5,367	6,027	7,322	2,997	9,202
NC 133 and NC 211 intersection northwest of South	4,000	6,700	4,000	6,700	4,000	6,700	6,373	9,712	7,053	10,445	4,910	11,718	2,373	3,012	3,053	3,745	910	5,018
NC 87 and US 17 intersection	3,000	5,500	4,200	6,900	4,200	6,900	3,000	5,500	4,200	6,900	4,200	6,900	0	0	0	0	0	0
US 17 sb into SC	596	882	885	958	1,119	1,416	1,071	1,484	1,496	1,707	1,301	2,420	475	602	611	749	182	1,004

**Appendix F**  
**Clearance Times**  
**For Study Area**  
**Year 2004 and Year 2030**

NORTH CAROLINA STUDY AREA												
CLEARANCE TIMES												
NCDOT Hurricane Traffic Model 2004												
Modeled/Critical Roadway Segment	Times Cat 1-2 low occ	Times Cat 1-2 high occ	Times Cat 3 low occ	Times Cat 3 high occ	Times Cat 4-5 low occ	Times Cat 4-5 high occ	Evac Serv Vol 1st Quarter of Evacuation	Evac Serv Vol 2nd Quarter of Evacuation	Evac Serv Vol 3rd Quarter of Evacuation	Evac Serv Vol 4th Quarter of Evacuation	Backgrnd Traf Response Factor	
NC 168 into Virginia	5.5	9.4	6.5	10.5	6.5	10.5	3,000	2,760	2,550	3,000	2.0	
NC 12 through Southern Shores	8.9	16.8	9.4	17.3	9.4	17.3	800	736	680	800	3.0	
US 158 wb bridge off Outer Banks	12.8	26.4	14.9	28.5	14.9	28.5	1500	1380	1275	1500	2.0	
US 158 at Barco	14.2	28.0	16.5	30.4	16.5	30.4	1500	1380	1275	1500	3.0	
US 158 at US 17 in Elizabeth City	9.4	18.2	9.8	18.7	9.7	18.6	1000	920	850	1000	3.0	
US 158/US17 n of Elizabeth City	3.6	5.2	4.6	6.3	5.5	7.1	2400	2208	2040	2400	2.0	
US 158 wb from US 17 through Sunbury	4.5	7.2	5.7	8.4	6.3	9.0	1200	1104	1020	1200	2.0	
US 17 nb into Virginia	2.7	3.2	3.6	4.2	4.7	5.3	1200	1104	1020	1200	2.0	
US 17 sb through Edenton	5.7	9.6	7.9	11.9	9.9	13.9	2400	2208	2040	2400	2.0	
US 17 sb east of Windsor	9.5	17.1	13.9	21.9	17.7	25.7	1200	1104	1020	1200	2.0	
US 17 sb at US 64 at Williamston	6.8	10.7	9.1	13.1	11.1	15.1	2400	2208	2040	2400	3.0	
US 64 wb from Mann's Harbor through Columbia	9.7	18.7	11.5	20.5	11.5	20.5	1200	1104	1020	1200	2.0	
US 64 wb from Columbia through Roper	10.0	19.1	12.0	21.0	12.1	21.2	1200	1104	1020	1200	2.0	
US 64 wb through Plymouth to Williamston	5.5	9.2	6.4	10.1	6.8	10.5	3000	2760	2550	3000	2.0	
US 64 wb from Williamston to Rocky Mount	7.5	13.3	9.9	15.8	11.6	17.5	3000	2760	2550	3000	2.0	
US 64/US264 wb int at Zebulon	8.6	13.9	11.9	17.7	14.0	19.7	3000	2760	2550	3000	3.0	
US 264 wb from Mann's Harbor through Belhaven	2.6	3.3	2.7	3.4	2.7	3.4	1200	1104	1020	1200	2.0	
US 264 wb through Washington	7.0	8.6	10.4	13.1	12.2	14.8	1500	1380	1275	1500	4.0	
US 264 wb at Greenville	4.5	5.3	6.2	7.5	7.1	8.4	3000	2760	2550	3000	3.0	
NC 55 at US 17	4.4	4.9	6.5	7.5	7.0	8.0	1000	920	850	1000	2.0	
US 70 wb from Morehead City through Havelock	7.2	9.8	11.7	16.9	14.2	19.4	1800	1656	1530	1800	4.0	
US 70 wb from Havelock to New Bern	8.1	11.0	15.9	21.7	20.3	26.1	1800	1656	1530	1800	3.0	
US 70 wb from New Bern to Kinston	6.5	8.5	11.9	15.8	14.9	18.8	3000	2760	2550	3000	3.0	
NC 58 at US 17 at Maysville	4.7	9.0	6.2	9.6	6.5	10.6	1000	920	850	1000	2.0	
Marine Blvd between Lejeune Blvd and NC 53	7.8	8.1	11.0	11.6	11.0	11.6	1500	1380	1275	1500	4.0	
NC 210 between US 17 and I-40	5.7	6.6	7.1	8.4	7.1	8.4	1000	920	850	1000	2.0	
Carolina Beach Rd at Monkey Junction	8.1	8.6	11.7	12.5	11.9	12.8	1500	1380	1275	1500	4.0	
I 40 wb from Wilmington to NC 24 interchange	7.9	8.8	11.4	12.6	11.3	13.3	3000	2760	2550	3000	3.0	
I 40 wb from NC 24 interchange to I-95	8.5	9.6	13.4	14.8	13.3	15.6	3000	2760	2550	3000	2.0	
US 421 nb out of Pender	2.9	3.1	3.6	3.8	3.6	4.0	1800	1656	1530	1800	2.0	
US 74/US 76 wb from Wilmington to Whitesville	8.1	9.9	10.8	11.7	10.3	14.6	1800	1656	1530	1800	3.0	
US 74 wb from Whitesville to I-95	5.8	7.1	7.9	8.5	7.5	10.7	1800	1656	1530	1800	2.0	
NC 133 and NC 211 intersection northwest of Southp	7.7	10.6	7.7	10.9	5.9	11.0	1000	920	850	1000	3.0	
NC 87 and US17 intersection	5.2	7.9	6.5	9.4	6.5	9.4	1000	920	850	1000	2.0	
US 17 sb into SC	4.5	4.7	4.7	4.8	4.6	5.1	1500	1380	1275	1500	4.0	

NORTH CAROLINA STUDY AREA		NCDOT Hurricane Traffic Model 2030										
CLEARANCE TIMES												
Clearance Times (2030)						2004 Service Volumes and Response Factors						
Modeled/Critical	Times	Times	Times	Times	Times	Times	Evac Serv Vol	Evac Serv Vol	Evac Serv Vol	Evac Serv Vol	Background Traffic	
Roadway	Cat 1-2	Cat 1-2	Cat 3	Cat 3	Cat 4-5	Cat 4-5	1st Quarter of	2nd Quarter of	3rd Quarter of	4th Quarter of	Response	
Segment	Low Occ	High Occ	Low Occ	High Occ	Low Occ	High Occ	Evacuation	Evacuation	Evacuation	Evacuation	Factor	
NC 168 into Virginia	7.5	13.8	9.2	15.5	9.2	15.5	3,000	2,760	2,550	3,000	2.9	
NC 12 through Southern Shores	12.5	25.2	13.4	26.1	13.4	26.1	800	736	680	800	3.0	
US 158 wb bridge off Outer Banks	19.1	40.5	22.4	43.8	22.4	43.8	1500	1380	1275	1500	3.0	
US 158 at Barco	20.6	42.5	24.4	46.3	24.4	46.3	1500	1380	1275	1500	3.0	
US 158 at US 17 in Elizabeth City	13.0	26.9	13.6	27.5	13.5	27.4	1000	920	850	1000	3.0	
US 158/US17 n of Elizabeth City	4.5	7.0	6.0	8.6	7.0	9.6	2400	2208	2040	2400	2.0	
US 158 wb from US 17 through Sunbury	5.9	10.2	7.7	12.0	8.5	12.8	1200	1104	1020	1200	2.0	
US 17 nb into Virginia	3.0	3.8	4.3	5.1	5.6	6.5	1200	1104	1020	1200	2.0	
US 17 sb through Edenton	7.8	13.8	10.9	17.2	13.2	19.5	2400	2208	2040	2400	2.0	
US 17 sb east of Windsor	13.6	25.7	19.9	32.4	24.5	37.0	1200	1104	1020	1200	2.0	
US 17 sb at US 64 at Williamston	8.9	15.0	12.1	18.4	14.5	20.8	2400	2208	2040	2400	3.0	
US 64 wb from Mann's Harbor through Columbia	14.1	28.3	16.9	31.1	16.9	31.1	1200	1104	1020	1200	2.0	
US 64 wb from Columbia through Roper	14.5	28.7	17.5	31.7	17.6	31.9	1200	1104	1020	1200	2.0	
US 64 wb through Plymouth to Williamston	7.2	13.0	8.6	14.4	9.0	14.8	3000	2760	2550	3000	2.0	
US 64 wb from Williamston to Rocky Mount	10.5	19.5	13.8	23.0	15.8	25.0	3000	2760	2550	3000	2.0	
US 64/US264 wb int at Zebulon	11.2	19.2	15.4	24.1	17.8	26.5	3000	2760	2550	3000	3.0	
US 264 wb from Mann's Harbor through Belhaven	2.9	4.0	3.2	4.3	3.2	4.3	1200	1104	1020	1200	2.0	
US 264 wb through Washington	7.6	9.6	11.5	14.7	13.5	16.7	1500	1380	1275	1500	4.0	
US 264 wb at Greenville	4.8	5.8	6.7	8.3	7.8	9.4	3000	2760	2550	3000	3.0	
NC 55 at US 17	4.6	5.1	6.9	8.0	7.5	8.6	1000	920	850	1000	2.0	
US 70 wb from Morehead City through Havelock	7.6	10.7	12.8	18.9	15.8	21.8	1800	1656	1530	1800	4.0	
US 70 wb from Havelock to New Bern	8.8	12.1	17.8	24.4	22.8	29.5	1800	1656	1530	1800	3.0	
US 70 wb from New Bern to Kinston	7.1	9.3	13.2	17.7	16.7	21.2	3000	2760	2550	3000	3.0	
NC 58 at US 17 at Maysville	4.9	9.4	6.6	10.3	7.0	11.4	1000	920	850	1000	2.0	
Marine Blvd between Lejeune Blvd and NC 53	8.7	9.0	12.6	13.3	12.4	13.1	1500	1380	1275	1500	4.0	
NC 210 between US 17 and I-40	8.4	9.9	11.6	14.0	11.4	13.7	1000	920	850	1000	2.0	
Carolina Beach Rd at Monkey Junction	10.3	10.9	15.6	16.9	16.0	17.2	1500	1380	1275	1500	4.0	
I 40 wb from Wilmington to NC 24 interchange	10.9	12.4	16.5	18.5	16.3	19.6	3000	2760	2550	3000	3.0	
I 40 wb from NC 24 interchange to I-95	11.9	13.5	19.2	21.5	18.9	22.5	3000	2760	2550	3000	2.0	
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US 74 wb from Whitesville to I-95	8.1	10.0	11.2	12.4	10.4	15.5	1800	1656	1530	1800	2.0	
NC 133 and NC 211 intersection northwest of South	9.9	13.5	10.6	14.3	8.3	15.6	1000	920	850	1000	3.0	
NC 87 and US17 intersection	5.2	7.9	6.5	9.4	6.5	9.4	1000	920	850	1000	2.0	
US 17 sb into SC	4.8	5.1	5.1	5.2	4.9	5.7	1500	1380	1275	1500	4.0	

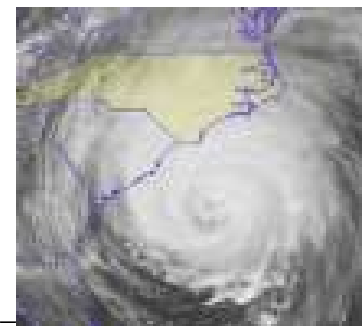
**Appendix G**  
**Oversight Committee Meeting Minutes**



# Internal Summary Report from Oversight Committee For Hurricane Evacuation Study

May 10, 2005

Report prepared by Fountainworks, Inc.





## Background

In order to advance the development of a seamless transportation planning process and protect the safety of North Carolina citizens and visitors, the State has been developing a stakeholder group of state and federal agencies to prepare recommendations to the General Assembly that identifies current and future evacuation times on major hurricane routes and recommend future, maximum evacuation times for Eastern North Carolina roadways.

A start-up meeting of the Oversight Committee for Hurricane Evacuation Study was held February 9, 2005 in Raleigh. From this meeting it was decided that PBS&J, the technical consulting group for this report, would enhance the hurricane traffic model to include future scenarios for an interim meeting to be held with local and state public safety representatives to develop draft hurricane evacuation thresholds for each of the three coastal regions of the state. These draft recommendation would then be brought back to the full oversight committee for review in early May to develop a consensus recommendation.

## Desired Final Outcome

To recommend standardized hurricane evacuation clearance time thresholds for NC DOT coastal projects.

## Preliminary Outcome from February meeting

Policy Recommendation for the Hurricane Evacuation Model

\*\*Each region of the coast (i.e. 3 regions) should have a threshold/goal (that should not be exceeded)

<b>Category of Hurricane</b>	<b>Category 3</b>
<b>Occupancy Level=</b>	<b>Average summer weekday (August)</b>
<b>Participation Rate=</b>	<b>100% of people in surge areas have opportunity to evacuate, plus all mobile homes.</b>

## Objective

The report that follows explains the recommendations and thought processes of both the public safety perspective sub-committee and the full Oversight Committee. The meetings centered around the agreed upon definition of Hurricane Evacuation Clearance Time Threshold and the time it takes to move the final population to a point of safety following a mandatory evacuation.

As agreed in the February meeting, PBS&J enhanced the hurricane traffic model to include future scenarios. The following results are based on the input assumptions described above.

<b>Region</b>	<b>Current Evacuation Time</b>	<b>Future Evacuation Time (2030)</b>
Central NC Coast	15 hours	17 hours
Southeast NC Coast	12.5 hours	18 hours
Northeast NC Coast	26 hours	39 hours

## Public Safety Sub-Committee

The Public Safety Sub-Committee met in New Bern on May 2, 2005. The sub-committee consisted of Emergency Management and Public Safety Representatives including:

Name	Organization
Warren Miller, Facilitator	Fountainworks
Don Lewis, Technical Support	PBS&J
Tom Collins	North Carolina Emergency Management
Andy Coombs	North Carolina State Highway Patrol
Glenn Dennison, Facilitator/Observer	Department of Transportation/ Office of Environmental Quality
Craig Garriss	North Carolina State Highway Patrol
Neal Holmes	North Carolina State Highway Patrol
David Humphrey	North Carolina Emergency Management
Ed Jenkins	North Carolina Emergency Management
Tom Kriehn	National Weather Service
Don Lewis	PBS&J
Tim Morgan	North Carolina State Highway Patrol
N.H. "Sandy" Sanderson	Dare County Emergency Management
Robert West	North Carolina State Highway Patrol
Brian Yamamoto	North Carolina Department of Transportation

Warren Miller, of Fountainworks, Inc., oriented the group to the project so that everyone was clear on the purpose of the session and the intended outcomes. Second, he led them through a Project Background session to educate participants of the work completed to date and to introduce the new participants to the project. Next, the group was presented Current and Future Scenarios by Don Lewis from PBS&J so that they could understand and assess North Carolina's current situation and future situation with regard to hurricane evacuation. The session finished with a Developing Clearance Time Goals/Thresholds activity to understand from a public safety perspective, the limit of what is tolerable and why. After the projects and discussions, the sub-committee agreed from a public safety perspective that evacuation should take no more than 18 hours. The reasoning behind the 18-hour threshold is that the evacuation could be done during daylight; the evacuation could be conducted during the hurricane warning time frame and the fact that an 18-hour shift for a patrol person during evacuation is reasonable.

## Full Oversight Committee for Hurricane Evacuation Study

The Oversight Committee for Hurricane Evacuation Study met on May 3, 2005 in Raleigh.

Name	Organization
Warren Miller, Facilitator	Fountainworks
Don Lewis, Technical Support,	PBS&J
Don Aschbrenner	North Carolina Department of Transportation
Bill Biddle	United States ACE
Ted Bisterfeld	Environmental Protection Agency
Clarence Coleman	fhwa
Ed Jenkins	North Carolina Emergency Management
Neil Lassiter	North Carolina Department of Transportation Division 2
Warren Lee	New Hanover Emergency Management
Lynn Mathis	Coastal Management
Allen Pope	North Carolina Department of Transportation Division 3
Anthony Roper	North Carolina Department of Transportation Division 1
Randy Thompson	Brunswick Emergency Management
Representative 1	North Carolina Department of Transportation Division 4
Representative 2	North Carolina Department of Transportation Division 4
Representative	United States fish

Warren Miller and Don Lewis led the full committee through the same sessions as the sub-committee however, when the full committee reached the Current and Future Scenarios session and were made aware of the sub-committee's recommendation they reacted.

Some initial questions from the scenario model presentation included:

Does the model factor in accidents? Are behaviors of tourists when evacuation is called needs to be taken into consideration? What are the decisions & implications that go into calling for evacuation? When do we have highest occupancy by week? Do we have statistics on when hurricanes hit? Does this scenario model factor in any current projects? Is warning always 24hrs in advance? Some on the

committee still have a gnawing feeling about NE that lead to noting that the outer banks don't have a problem and questioning what is occurring there?

The committee's feelings were split into two groups. Part of the committee thought that the 18-hour threshold was reasonable, even for the Northeast region, and they wanted to develop additional ways to achieve this threshold without building new roads. Another part of the committee raised concerns that an 18-hour threshold was unrealistic and unachievable. They raised concerns that this threshold would put other projects in jeopardy due to costs and its impact on the environment. They decided to work on developing a new threshold.

The first group, those who decided ways to achieve the threshold, devised the following solutions to reduce evacuation clearance times: Build Category-3 shelters; Lane Reversals; Increase throughout; Improve building codes; Selective evacuation of greatest risk first or only; Mitigation projects (buy outs, modified structure, fortifies shelters); Phased evacuation; Integration into land use plans; Public education; Tourist education; Renter reimbursement for more than "mandatory"; Multi-modal (non-hwy) solutions; Mandatory directional traffic management/control; Increased HGY capacity (e.g. stripes holders); Weather "radio" in rental unit; Use of Smartlink & 511

The second group decided on a new threshold by taking the current evacuation time and adding 20% for the future threshold for each region. This will be referred to as "Existing + 20%."

The criteria for Existing + 20% included: being based on modeling developed by PBS&J – existing roads, DOT portion of responsibility, Topography – islands, Increased development, Historical land use decision of NE, Hard to build roads to help, Money, Criteria applied across the central region, Need technical reason for 20% (increase matchbox), Can look at this from different directions, We need to look at these numbers frequently.

After the two groups presented their conclusions to each other, the first group supported the 'Existing+20% because it is a realistic threshold and if the first group's recommendations are completed then the Northeast Coastal region's evacuation times will decrease even more.

This group also wanted to note that the responsibility is not entirely up to the DOT to build the way out because they cannot be held accountable for land use decisions that have caused this problem.

The full committee felt it would be a good idea to discuss ways buildings could be made safer because they felt that if you can reduce the number of people who have to evacuate then the evacuation time goes down.

The full committee noted that the criteria developed by the first group would reduce the evacuation time by 8 hours in the Northeast region more than it would reduce the time in the other two.

## **Conclusions**

Two meetings were held and were successful. The goal of recommending standardized hurricane evacuation clearance time thresholds for NC DOT coastal projects was achieved. The consensus recommendation is Existing + 20%. More work needs to be completed concerning the technical reasoning behind the 20% increase (watch box) before the recommendation is ready to be presented to the General Assembly.

It should be noted that participants made the following suggestions for the final the technical report:

- 18-hour goal and report needs to show bigger picture.
- Couch northeast separately – outer banks, if it wasn't for southern shores.
- Good so far – concern resistance to higher numbers.
- Concern about Northeast – need valid reason and substantial.
- Interested in implications.
- Need to blend all input in report.

## **Appendix H**

### **Hurricane Evacuation Study Oversight Committee Members**

## **Hurricane Evacuation Study Oversight Committee Members (Draft)**

The following is a draft list of potential Oversight Committee Members. The hope is that the committee will be streamlined enough that progress can be made based on programmatic views. Concurrence in the "merger team" tradition will not be required to move forward with the project.

**NCDOT – Gail Grimes**

**NCDOT – Don Aschbrenner (Manager of Disaster Recovery)**

**FHWA – Clarence Coleman**

**USACE Operations – Allen McDuffie**

**USACE Regulatory – Bill Biddlecome**

**NCDENR/DCM – Charles Jones**

**NCDENR/DWQ – John Hennessy**

**NCEM – Ed Jenkins**

**County Emergency Management Officials – Northern OBX, Sandy Sanderson New  
Hanover County, Warren Lee Brunswick County, Randy Thompson**

**NCDOT Division 1 – Anthony Roper, Jerry Jennings**

**NCDOT Division 2 – Neil Lassiter**

**NCDOT Division 3 – Allen Pope, David Thomas**

**NCDOT Division 4 – Jim Trogdon**

**NCDOT Division 6 – Terry Gibson**

**NCDOT – Kelly Damron**

**NCWRC – David Cox**

**EPA – Ted Bisterfeld**

**USFWS – Pete Benjamin**

**NMFS – Ron Sechler**

**Cultural Resources – Renee Gledhill-Earley**



## Oversight Committee Members

<b><u>Name</u></b>	<b><u>Agency/Branch</u></b>	<b><u>Telephone</u></b>	<b><u>E-mail</u></b>	<b><u>Mailing Address</u></b>
Clarence Coleman	Federal Highway Administration - Operations	(919) 856-4350 extension 104	clarence.coleman@fhwa.dot.gov	310 New Bern Avenue, Suite 410 Raleigh, North Carolina 27601-1418
Allen McDuffie	U. S. Army Corps of Engineers - Wilmington District Planning Branch	(910) 251-4724	allen.e.mcduffie@usace.army.mil	69 Darlington Avenue Wilmington, North Carolina 28403
Bill Biddlecome	U. S. Army Corps of Engineers - Washington Field Office	(252) 975-1616 extension 31	William.J.Biddlecome@saw02.usace.army.mil	Post Office Box 1000 Washington, North Carolina 27889-1000
Pete Benjamin	U. S. Fish and Wildlife Service - Field Supervisor, Raleigh ES Field Office	(919) 856-4520 extension 11	FW4ESRaleigh@fws.gov	P.O. Box 33726 Raleigh, North Carolina 27636-3726
Ted Bisterfeld	U. S. Environmental Protection Agency - Region 4	(404) 562-9621	bisterfeld.ted@epa.gov	61 Forsyth Street SW Atlanta, Georgia 30303-8960
Ron Sechler	National Marine Fisheries Service Beaufort Field Office	(252) 728-5090	Ron.Sechler@noaa.gov	101 Pivers Island Road, Beaufort North Carolina 28516-9722

## Oversight Committee Members

Ed Jenkins	N. C. Emergency Management - Planning Support Branch	(919) 715-5979	ejenkins@ncem.org	4701 Mail Service Center, Raleigh North Carolina 27699- 4701
David Cox	N. C. Wildlife Resources Commission	(919) 528-9886	david.cox@ncwildlife.org	1142 I-85 Service Road Creedmoor, North Carolina 27522
John Hennessy	N. C. Dept. of Environment and Natural Resources - Division of Water Quality	(919) 733-5694	John.Hennessy@ncmail.net	1650 Mail Service Center Raleigh, North Carolina 27699-1621
Lynn Mathis	N. C. Division of Coastal Management	(252) 264-3901	Lynn.Mathis@ncmail.net	1367 US 17 South Elizabeth City, North Carolina 27909
Renee Gledhill - Earley	N. C. Dept. of Cultural Resources - Historic Preservation Office	(919) 733-4763	renee.gledhill-earley@ncmail.net	4617 Mail Service Center Raleigh, North Carolina 27699-1418
Sandy Sanderson	Dare County Emergency Management	(252) 475-5655	darecoem@co.dare.nc.us	1044 Driftwood Drive Manteo, North Carolina 27954
Warren Lee	New Hanover County Emergency Management	(910) 341-4300 extension 3	wlee@nhcgov.com	P. O. Box 1525 Wilmington, North Carolina 28402-1525

## Oversight Committee Members

Randy Thompson	Brunswick County Emergency Management	(910) 253-5383	rthompson@brunsco.net	P. O. Box 9 Bolivia, North Carolina 28422-0009
Gail Grimes	N. C. Dept. of Transportation - Project Development and Environmental Analysis Branch	(919) 733-7844 extension 323	lggrimes@dot.state.nc.us	1548 Mail Service Center Raleigh, North Carolina 27699-1548
Don Aschbrenner	N. C. Dept. of Transportation - Manager of Disaster Recovery	(919) 733-3725	DAschbrenner@dot.state.nc.us	1567 Mail Service Center Raleigh, North Carolina 27699-1567
Kelly Damron	N. C. Dept. of Transportation - State ITS Operations Engineer	(919) 233-9331 extension 230	kdamron@dot.state.nc.us	1533 Mail Service Center Raleigh, North Carolina 27699-1533
Anthony Roper	N. C. Dept. of Transportation - Division 1 Engineer	(252) 482-7977	aroper@dot.state.nc.us	113 Airport Drive Suite 100 Edenton, North Carolina 27932
Jerry Jennings	N. C. Dept. of Transportation - Division 1 Operations Engineer	(252) 482-7977	jjennings@dot.state.nc.us	113 Airport Drive Suite 100 Edenton, North Carolina 27932
Neil Lassiter	N. C. Dept. of Transportation - Division 2 Engineer	(252) 830-3490	nlassiter@dot.state.nc.us	105 Pactolus Highway P. O. Box 1587 Greenville, North Carolina 27835

## Oversight Committee Members

Allen Pope	N. C. Dept. of Transportation - Division 3 Engineer	(910) 251-5724 extension 213	apope@dot.state.nc.us	124 Division Drive Wilmington, North Carolina 28401
David Thomas	N. C. Dept. of Transportation - Division 3 Maintenance Engineer	(910) 251-5724 extension 209	dlthomas@dot.state.nc.us	124 Division Drive Wilmington, North Carolina 28401
Jim Trogdon	N. C. Dept. of Transportation - Division 4 Engineer	(252) 237-6164	jtrogdon@dot.state.nc.us	509 Ward Boulevard P. O. Box 3165 Wilson, North Carolina 27895
Terry Gibson	N. C. Dept. of Transportation - Division 6 Engineer	(910) 486-1493	tgibson@dot.state.nc.us	P. O. Box 1150 Fayetteville, North Carolina 28302